THE UNITED ASBESTOS ORIENTAL AGENCY.

Sole Agents for the UNITED ASBESTOS COM-PANY, LT'D. LONDON. DODWELL & Co., LIMITED.

General Managers.

NEW SERIES No. 1351. 日二十月九年五十二緒光 THURSDAY, OCTOBER 26, 1899.

四拜禮

號六十月十英港香

THIRTY DOLLARS
PER ANNUM

Banks.

TOKOHAMA SPECIE BANK, LIMITED. ESTABLISHED 1880.

CAPITAL SUBSCRIBEDYen 24,000,000 CAPITAL UNCALLED...... , 12,000,000 RESERVE FUND , 7,500,000

Head Office:-YOKOHAMA. Branches and Agencies.

TOKIO. LONDON. NAGASAKI. NEW YORK. LYONS. SAN FRANCISCO. HONOLULU. SHANGHAI. BOMBAY.

TIENTSIN.

LONDON BANKERS: THE LONDON JOINT STOCK BANK, LD. PARRS' BANK, LD. THE UNION BANK OF LONDON, LD. HONGKONG AGENCY :- INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per Annum on the Daily Balance. On fixed deposits for 12 months at 5 per cent.

Hongkong, 4th October, 1899.

IMPERIAL BANK OF CHINA. ESTABLISHED BY IMPERIAL DECREE

OF THE 12TH NOVEMBER, 1896. Shanghai Taels. SUBSCRIBED CAPITAL 5,000,000 PAID-UP CAPITAL 2,500,000

Head Office: SHANGHAL

Branches and Agencies. CANTON. HANKOW. CHEFOO. - PEKING. SWATOW. CHINKIANG: TIENTSIN. FOOCHOW.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agen-

HONGKONG BRANCH. Advances made on approved securities: Bills discounted.

INTEREST ALLOWED ON DEPOSITS. per Annum Fixed Deposits for 3 months.

E. W RUTTER, · Acting Manager. Hongkong, 15th October, 1898. [1237 THE NATIONAL BANK OF CHINA,

LIMITED. Paid up Capital and the 324,374

HEAD OFFICE:-HONGKONG.

Board of Directors:-Chan Kit Shan, Esq. Chow Tung Shang, Esq. | Kwan Hoi Chuen, Esq. ~D. Gillies, Esq. J. T. Lauts, Esq. _Chief_Manager,____

GEO. W. F. PLAYFAIR. Interest for 12 months Fixed 5 % Hongkong, 30th May, 1899.

THE CHARTERED BANK OF INDIA. AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE:-LONDON.

RESERVE LIABILITY OF SHARE.

NTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent, per annum on the Daily Balances. On Fixed Deposits for 12 months... 4 per cent. . . 6 ,, ... 31

T. H. WHITEHEAD, Manager, Hongkong. Hongkong, 20th May, 1898. LIONGKONG AND SHANGHAI BANKING CORPORATION.

RESERVE FUND\$11,000,000 RESERVE L'IABILITY OF PROP'TORS.\$10,000,000 COURT OF DIRECTORS: R. M. GRAY, Esq., Chairman.

N. A. Stens, Esq., Deputy Chairman. David Meyer Moses, Esq. A. McConachie, Esq. E. Goetz, Esq. A. J. Raymond, Esq. A. Haupt, Esq. P. Sachse, Esq. The Hon. J. J. Keswick. R. Shewan, Esq. - CHIEF MANAGER!

MANAGER: Shanghai-J. P. WADE GARD'NER, Esq. LONDON BANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED. HONGKONG-INTEREST ALLOWED:

Hongkong-Sir Thomas Jackson.

On Current Account at the rate of 2 per Cent. r Annum on the daily balance.

. ON FIXED DEPOSITS: For 3 months, 2} per Cent. per Annum.

For 6 months, 31 per Cent. per Annum. For 12 months, 4 per Cent. per Annum. THOMAS JACKSON, Chief Manager.

Hongkong, 16th October, 1899.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted BANKING CORPORATION Rules may be obtained on application.
INTEREST on deposits is allowed at 31 PER

CENT. per annum. Depositors may transfer at their option balances of \$1000 or more to the HUNGKONG AND SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum. For the Hongkong and Shanghai BANKING CORPORATION, T. JACKSON,

Chief Manager. Hongkong, 1st August, 1895.

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

REMARKS SHANGHAL ... BengalS. BarchamAbout 28th OctFreight or Passage. LONDON Java G. W. Gordon, R.N.R., About 2nd Nov. ... Freight or Passage. LONDON.......Shanghai......F. C. A. Lyon, R.N.R., About 16th Nov. ... Freight or Passage. 3 (Passing through the Inland Sea). - † (See Special Advertisement).

For Further Particulars apply to

H. A. RITCHIE, Superintendent. Hongkong, 24th October, 1899.

A LIGHT, SPARKLING

-WELL BREWED AND CAREFULLY BOTTLED.

801:13 101:X7X:--

H. PRICE & Co., WINE AND SPIRIT MERCHANTS,

ie, QUEEN'S ROAD.

Hongkong, 17th Outober, 1899.

JUST/LANDED

Telophone

GIESLER & CO.'S CHAMPAGNE

In Magnums-Bottles and Half Bottles."

One of the most popular Brands in Excusion and the UNITED STATES.

CALDBECK, MACGREGOR & CO.,

Sole Agents for Hongkong, China, Japan, the Strait Settlements. the Philippines and British North Borneo.

Hongkong, 18th October, 1899.

THE CLUB HOTEL,

No. 5-B, BUND, YOKOIIAMA.

FIRST-CLASS HOTEL Centrally, situated, well furnished and supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all Mail Steamers.

Special attention paid to the Comfort of Visitors.

E. V. SIOEN, Manager.

Yokohama, 1st October, 1897.

VERY LATEST,

Ex. S.S. SHANGHAI.

AN UNPRECEDENTED SHOW OF

NOW ON VIEW.

W. POWELL & Co., Immed. Opposite P.O.,1st floor.

Intimations.

foreigner may sneer at the enthusiasm of our Volunteer Forces, and imagine that in actual warfare they would be of

LITIE

use, but there is no doubt that, in our recent difficulties, and they have been many, the fact that the BRITISH ARWIY

is so well prepared for any contingency, has made our very doubtful friends and would-be enemies pause before insulting or annoying us too far. but it

GOES

without saying that, to remain strong, we must keep healthy. A person suffering from Indigestion, Bilious. ness, and general ill-health, often declares that life is

burden, and he imagines nothing will set him right. Let him, however, purchase a box of BEECHAM'S PILLS and try them, and he will soon have cause to wonder why he suffered so

LONG

and unnecessarily when such a complete remedy exists, as it were, almost at his door. In this

WAY

he will realise beyond all doubt the truth of that old saying that "Beecham's Pills are Worth a Guinca a Box."

Wathins, Limited,

SOLE AGENTS.

ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN

HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,

UNITED ASBESTOS CO., LD., LONDON,

CONTRACTORS TO H.M. GOVERNMENT. MANUFACTURERS OF THE Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds. "VICTOR" METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities. ESTIMATES given for every DESCRIPTION of WORK. CHIEF SUPERINTENDENT........THOMAS SKINNER. SUPERINTENDENTARCHIBALD RITCHIE.

DODWELL & CO., LIMITED, General Managers, October, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Ex-PEAK HOTEL

CRAIGIEBURN.

TITHE PEAK HOTEL is situated at Victoria Gap, adjoining the Tramway Terminus, 1,350 feet above sea Level. . CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK

Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer with perfect protection against the North East Winds in Winter. Well appointed rooms, attentive service and excellent Cuisine.

CITY OFFICE, 7, Duddell Street. Hongkong, 4th January, 1899.

GEO. J. CASANOVA,



PHONOGRAPHS.

THE NEW HOME PHONOGRAPH (GENUINE EDISON) - WITH FITTINGS. PRICE \$80.

LANE, CRAWFORD & CO.

PETER SYS' WONDERFUL SPECIFIC, THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for

SPRUE, DYSENTRY, DIARRHEA, HEMORRHAGE and ULCERATION of the BOWELS. Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale THE PETER SYS COMPANY,

> (Proprietors and Sole Manufacturers); 9, Old China Street, Shanghai.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

12th October, 1898

NOTICE TO SHAREHOLDERS.

DIVIDEND of \$18 per Share for the year 1898, equivalent to 36% on the

Paid-up Capital of \$50 per Share, has been THE HONGKONG AMATEUR WARRANTS will be issued on the 13th October. By Order of the Board,

DOUGLAS JONES, Secretary. Hongkong, 12th October, 1899.

TUITION IN DANCING. M. A. HAHN'S DANCING CLASSES will re-commence on 1st November next.

Intending Pupils are respectfully requested to send their Applications Early in order that Time and Terms may be arranged. A. HAHN, No. 10, Ice House Street. Hongkong, 21st October, 1899.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-Sole Agents in the East for the amaigamated CLEMENT, HUMBER and GLADIATOR Co., Ld., DUNLOP TYRES'S BICYCLES—PRICE...\$160.

A special reliable Watch made for this Climate. Quality A.....\$16 Quality B.....\$12 40, QUEEN'S ROAD, Watson's Building.

Entertainment.

ROYAL, CITY HALL

DRAMATIC CLUB, will give TWO PERFORMANCES

Mr. A. W. PINERO'S LAUGHABLE FARCE, 'THE MAGISTRATE,'

SATURDAY, the 4th November, 1899, MONDAY, the 6th November, 1899, Commencing EACH EVENING

Dress Circle, \$3. Stalls, \$2. Pit, \$1. Half-price to Pit for Soldiers, Sailors and elice in Uniform.

at 9 P.M. precisely.

TICKETS can be obtained at the BOOKING i Orrice of the Theatre, City Hall, on and after MONDAY, the 30th instant, at 10 A.M. The Booking Office will remain OPEN from that Date from 10 A.M. to 4 P.M. Daily.

Late Trams will run 4 hour after the fall of the curtain. E. W. MITCHELL, Hon. Secretary.

Hongkong, 21st October, 1899.

Auctions.

GOVERNMENT NOTIFICATION.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on

MONDAY, the 30th day of October, 1899, at 3 P.M., are, published for general information. By Command,

J. H. STEWART LOCKHART, Colonial Secretary. Colonial Secretary's Office,

Hongkong, 14th October, 1899. Particulars of the letting by Public Auction Sale, to be held on Monday, the 30th day of cellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of Her Majesty the QUEEN for one further

term of 75 years. PARTICULARS OF THE LOT

| | | THE CHILD OF THE | | | | | | | |
|----------|---------------|------------------|------|--------------|-------|-------------------|------------------|-------|-------|
| of Sale. | iry No. | , | Me | Boun Asur | daty | , 1 13. | its in feet. | Rest. | Price |
| No. of | Regis | LOCALITY. | N.R. | 5.W. | B. K. | N.W. | Conten Square | Annus | Tiner |
| | lding 102. | | ft. | ft. | (t. | ít. | | | . (|
| 1 ' | al Haff | Batker Road. | 70 | 70 | 70 | 70 | 4,900 | 28 | 594 |
| . | χ Γ | • | : | | | | | | |

GOVERNMENT NOTIFICATION.

No. 565. THE following Particulars of Sale of Crown Land by Pubuc Auction, to be held at the Offices of the Public Works Department, on MONDAY,

the 30th day of October, 1899, at 3.15 P.M., are published for general information. By Command,

J. H. STEWART LOCKHART,

Colonial Secretary. Colonial Secretary's Office,

Hongkong, 14th October, 1899. Particulars of the letting by Public Auction Sale, to be held on Monday, the 30th day of October, 1899, at 3.15 P.M., at the Offices, of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong,

for a term of 21 Years.

PARTICULARS OF THE LOT. Measurement LOCALITY.

N. 1 S. K. W. ft. ft. ft. ft. Caine Road. 115 140 43 | 5,100 | 18 | 250

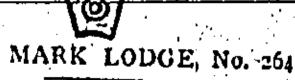
knsurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co. Hongkong, 28th May, 1895.

Masonic.



EOTHEN MARK LODGE, No. 264.

REGULAR MEETING of the above " A LODGE will be held at the EREEMASONS' HALL, Zetland Street, on TUESDAY, the 31st instant, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 24th October, 1899.

To-day's Advertisements.

VICTORIA PRECEPTORY.

REGULAR MEETING of the VIC-TI TORIA PRECEPTORY will be held at the FREEMASONS' HALL, TO-NIGHT, the 26th instant, at 8.30 for 9 P.M. precisely. Visiting Sir Knights are cordially invited to

Hongkong, 26th October, 1899. DOUGLAS STEAMSHIP COMPANY,

LIMITED. FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship

"HAILOONG," Captain Robson, will be despatched for the above Port, on SATURDAY, the 28th instant, at 10 A.M., For Freight or Passage, apply to DOUGLAS LAPRAIN & Co.,

General Managers. Hongkong, 26th October, 1899. CHINA NAVIGATION COMPANY,

LIMITED. · FOR SHANGHAL

THE Company's Steamship

"WHAMPOA," Captain Garrioch, will be despatched as above on MONDAY, the 30th instant. For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Hongkong, 26th October, 1899.

FOR NEW YORK VIA SUEZ CANAL. THE Steamship

"JOHN SANDERSON." will be despatched for the above port on or about the 3 ist instant, and will be followed by S.S. ST. JEROME" to sail about 15th Nov.

For Freight, apply to ... DODWELL & CO., LIMITED,

Hongkong, 26th October, 1899. "BEN! LINE OF STEAMERS.

FOR LONDON, VIA SUEZ CANAL. THE Steamship

"BENLEDI," Captain Farquhar, will be despatched as above on TUESDAY, the 7th November. For Freight, apply to

GIBB, LIMINGSTON & Co., Hongkong, 26th October, 1899.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES. FROM MIDDLESBOROUGH, ANTWER

LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"HAKATA MARU! having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods. are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before. Noon, TO-DAY.

Goods not cleared by the 1st November, will be subject to rent.

All ship-damaged packages must be left in the Godowns where they will be examined on WEDNESDAY, the 1st November, and SATURDAY, the 4th November, both days at

10 A.M., upon notice of such damage being sent in beforehand to this office. All claims must reach the undersigned before the 4th November, or they will not be recognised. | hands with General Yule.

No Fire Insurance has been effected. NIPPON YUSEN KAISHA.

THE CHINA MUTUAL STEAM NAVIGA-

TION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

Hongkong, 26th October, 1899.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamship

" KINTUCK." having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods. the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 1st November, at 4 P.M will be subject to rent. No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

- Optional Goods will be landed here unless instructions are given to the contrary before | thirteen months' attendance at the Academy. Noon, TO-DAY. HOLLIDAY, WISE & Co.,

Hongkong, 26th October, 1899.

AN APPEAL

kindness of the Benevolent Friends of the Institution begs to APPEAL to their Charity Woman, a native of Mauritius, with four children of tender age, that had beed led by augments rapidly every year. deceit to the interior of China, where they had to this Colony, and came to the Convent in the most miserable and distressful condition craving a shelter.

It is more than a year that the Superioress has kept them under her care for want of means | H. M. Elliott, R.N. A. G. Wood. to send them back to Mauritius, but, as the Rev. G. R. Vallings. J. E. Lee. poor woman is longing to be once more Capt. Langhome, R.A. J. Ross. amongst her own people and as there will be Major Clark, R.A.M.C. A. R. Lowe. a steamer for Mauritius on the 14th instant, H. Strong, R.M.L.I. Dr. Tuck, R.N. the Superioress fully hopes that her carnest petition will be kindly attended.

The Charity of the kind benefactors will certainly be amply rewarded by the Merciful K. Mounsey.

Father of the abandoned. Hongkong, 11th October, 1899. Intimation.



IMPORTERS OF HIGH-CLASS HERRIES

B.—Superior Pale Dry, dinner wine, Green Seal Capsule - - -C.—MANZANILLA, Pale -NATURAL SHERRY, Capsule - - - - - 12.00 CC.—Superior Old Day, PALE NATURAL SHERRY, Red Seal Capsule - - - - 12.00 D.—VERY SUPERIOR OLD

E.—Extra Superior Old Pale Dry, very finest quality, Black Seal Capsule (Old) Bottled) - - - -

PALE DRY, choice old wine,

White Seal Capsule - - - 14.40

B. C. and CC are excellent dinner Wines and suitable for invalids and delicate stomachs. D and E are after-dinner Wines of a very superior vintage. All are true Xeres Wines.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast

A. S. WATSON & Co., Limited. QUEEN'S ROAD CENTRAL.

ESTABLISHED A.D. 1841.

MARRIAGE.

At the Cathedral, Shanghai, on the 21st October, 1899, by the Right Rev. C. P. Scott, D.D., Bishop of North China, and the Rev. H. C. Hodges, M.A., PERCY ROMILLY, second son of Sir John Walsham, Bart, K.C.M.G., to CHARLOTTE CUNINGHAM SCOTT, youngest daughter of W. Wykeham Myers, M.B. of A Yuk, and Mr. R. F. Johnston (Acting Clerk Takow, Formosa. No cards.

(the Mongkong Celegraph

Hongkong, Thursday, October 26, 1899.

REUTER'S TELEGRAMS.

THE WAR.

LONDON, October 24th. The position at Glencoe is watched with extreme anxiety. General Yule has retired on Glencoe to effect a junction with General White. An overwhelming force is surrounding Glencoe. General White fought a successful action yesterday with a Free State force between Ladysmith and Newcastle and hopes to join

A telegram from Mr. Rhodes to the War Office urgently demands re-inforcements for Kimberley.

A strong Naval Brigade has been landed at Simonstown and hastened Northward. Its destination is kept secret.

WEATHER REPORT.

The Observatory report says:---

On the 26th at 11.55 a.m. barometric changes are slight. The high pressure area is still central over the E. coast of China and W. are being landed and placed at their risk into Japan, and pressure is slightly low over the Southern Philippines. Gradients moderate to rather steep. Fresh monsoon on the coast, very strong monsoon in the N. part of the China Sea. FORECAST: -- Fresh N.E. winds; fair.

LOCAL AND CENERAL.

TO-DAY's football match was postponed.

MANY in Singapore will be glad to hear that Miss Ella Davies, daughter of Capt. J. C. Davies, pilot, of this port, has succeeded in obtaining a bronze medal for singing at the Royal Academy of Music, and this after only

THE French colonial estimates for the present year are set down, at 85,000,000 francs; but [1349a this does not include the civil expenditure, pensions to Government officials, interest on the various colonial debts, &c., which items bring the total expenditure up to some THE SUPERIORESS of the ITALIAN 300,000,000 frances. During the discussion on CONVENT relying on the well known the Budget of last year M. Camille Pelletan pointed out that the colonial expenditure of for assistance on behalf of a poor destitute France was more than that of all the other countries combined. And this expenditure

suffered very ill treatment, resolved to escape A CRICKET match H.K. C. C. v. H.K. F. C., will be played on Saturday, commencing at 11.30 a.m. The following are the teams:-

> CRICKET CLUB. FOOTBALL CLUB. Capt. Waymouth, R.A. | H. F. Ielf, R.N. J. Higgon, R.W.F. A. Wilson, R N. H. Brotherham, R.W.F. H. Hill, R.W.F. .H. L. R. Hancock. R. G. Thomson, R.A. H. A. Lewis, R.A. Capt. Tulloch, R.A. D. Wood

THE Directors of the South Raub Gold Mining Syndicate Limited notify for the information of shareholders, that they have purchased, at the Government auction held at Raub on 16th instant, two additional 50 acre blocks adjoining the company's present lease, at the upset price of \$1,000 per block. This purchase makes the company's total area 250 acres, and prevents the possibility of the lode now being worked dipping out of the company's land.

THE Kobe Herald says:-Particulars of the disastrous tidal waves which occurred in the Bay of Suruga, Shizuoka prefecture, on Saturday, the 7th inst: are to hand. The disaster is indeed one of the most severe and fatal of any which ever occurred in this country since the north-eastern districts were invaded by the tidal waves from the Pacific in 1896, when there was immense loss of life and property. It was about 3 p.m. on the 7th when the storm was raging furiously that the tidal wave occurred in the Bay with the result that men and women, old and young, as well as much property on the coasts of Fuji, Ambara, Shita and other districts were carried out to sea, especially in the vicinity of Tagono-ura which was the centre of invasion. The height of the waves is said to have been 5 or 6 jo (over 50 feet high), so that the extent of the disaster may be easily imagined.

THERE is a woman in Kansas who makes a good living as a professional companion for women whose husbands are away. She will go to a house and be company for a lone woman at a pound a week, or she will go out for the night while husbands are away for three shillings an evening. She knows all the gossip, and will tell it for two shillings a night extra. In families where there is a young woman with a beau, who is liable to be talking in a low tone until ten o'clock in the drawingroom, the woman charges four shillings a night, making no reduction for long-time contracts. In families where there is a boy who lies on his back and screams at bedtime, the woman charges double rates. She is particular and very independent, and as the houses grow in the town her business is branching out, and she is said to be putting money in the bank every week.

HONGKONG LEGISLATIVE COUNCIL.

This afternoon a meeting of the Hongkong Legislative Council was held in the Council Chamber at the Government Offices, there being present His Excellency the Governor (Sir Henry Blake, G.C.M.G.), the Hon. H. Stewart Lockhart, C.M.C. (Colonial Secretary), the Hon. H. E. Pollock (Acting Attorney-General), the Hon. R. Murray Rumsey (Harbour Master), the Hon. A. M. Thomson (Colonial Treasurer), the Hon. R. D. Ormsby (Director of Public Works), the Hon. F. H. May, C.M.G. (Captain Superintendent of Police), the Hon. C. P. Chater, C.M.G., the Hon. Dr. Ho Kai, the Hon. E. R. Belilios, C.M.G., the Hon. J. J. Keswick, the Hon. Wei of Councils.)

The following papers were laid on the 1. Report of the Finance Committee. (No. 6.) 2. Report of the Public Works Committee.

3. Financial Minutes Nos. 19 and 20. Pursuant to notice the Hon. T. H. Whitehead put the following questions:-

(1.) Will the Honourable the Colonial Secretary lay on the table a statement of the revised Estimates of Revenue to be received from the New Territory for the year 1899, if any, and 1900 separately, and give the principal sources from which same is to be derived and how collected?

Answer:-It is not possible to give accurate figures at present regarding the revenue which will be collected this year from the New Territory. As soon as the Government is in possession of the actual figures they will be published.

As to the year 1900, the amount of revenue which it is estimated will be derived from the New Territory is given in the Estimates as

The revenue in the New Territory will be collected at one or two centres by the staff of the Colonial Treasurer.

(2.) Will the Honourable the Colonial Treasurer lay upon the table a statement shewing total cost of personal emoluments, pensions, and exchange compensation for the years 1895, 1896, 1897, and 1898 separately, similar to that laid before the Council dated 3rd December,

Answer:---

| | • | • |
|---------------------|----------------------------|--------------|
| SALARIES, PEN | SIONS AND EX | CHANCE |
| COM | PENSATION. | |
| • | 1895. , | 1 896. |
| | Average | Average |
| | Exchange. | Exchange. |
| Salaries (including | 2/1 7/16. | 2/2. |
| allowances) | | \$746,617.41 |
| ensions | \$724,115.73 112,776.96 | 118,054.71 |
| Exchange compen- | | |
| sation | 119,408.85 | 70,369.90 |

\$956,301.55 \$935,042.01 Average Average Exchange. Exchange. Salaries (including \$767,192.21 \$749,668.71 allowances) Pensions 140,824.22 164,210.26 Exchange compen-

104,844.19 sation 94,518.92 \$1,002,535.35 \$1,018,723.16 A. M. THOMSON,

(3.) Will the Honourable the Colonial Treasurer lay upon the table a statement shewing the total Military Expenditure and contribution for Barrack Services and Defence Works separately for the last ten years, ending 31st December, 1898. Answer:-

MILITARY EXPENDITURE, & CONTRIBUTION FOR BARRACK SERVICES AND DEFENCE, WORKS.

| #889. 1890. 1801. 1892. 180 Military Expenditure 131,617.80 121,897.97 381,316.68 267,182.45 297,87 Contribution for Barrack Service. Contribution for Defence Work Total 131,637.80 121,897.97 381,316.98 267,282.43 297,87 | |
|--|------|
| Expenditure 131,637.80 121,897.97 381,316.68 267,182.45 297,87 Contribution for Barrack Service. Contribution for Defence Work Total'131,637.80 121,897.97 381,316.98 267,182.43 297,87 | 3- |
| diture 131,637.80 121,897.97 "381,316.68 267,182.45 297,87 Contribu- tion for Barrack Service Contribu- tion for Defence Work | .:, |
| Contribu- tion for Barrack Service. Contribu- tion for Defence Work Total's31,637.80 s21,897.97 381,316.98 267,182.43 297.87 | 3.90 |
| Barrack Service. Contribution for Defence Work Total's 31,637.80 s21,897.97 , 381,316.98 267,182.43 297,87 | • |
| Service. Contribution for Defence Work Total's 31,637.80 sas.897.97 , 381,316.98 .167,282.43 .297,87 | |
| tion for Defence Work | |
| Defence Work Total's31,637.80 s21,897.97 381,316.98 267,182.43 297.87 | |
| Total'131,637.80 121,897.97 , 381,316.98 167,182.43 297.87 | : |
| Total'131,637.80 121,897.97 , 381,316.98 167,182.43 ,297.87 | |
| | 3.90 |
| 1804. 1805. 1806. 1807. 189 | ₹. |
| Do, 371,647.51 353,242.05 460,670.52,416,541.73 448,60 | 5.20 |

Do. 11 ...,, 40,000.00 43,837.14 40,000.00

Total 374,647-82 353,242,05 509,679.52. 460,378.87 .503,305.79

* The Billitary Contribution was doubled from est January, 1890, and the arrears for 1890 were paid in 1891.

(4) Will the Honourable the Colonial Treasurer lay upon the table a statement shewing the total revenue and expenditure of the Post Office Department separately for the last ten years, ending 31st December, 1898.

| Answer:— | | |
|----------|--------------|--------------|
| Answer:— | POST OFFICE. | |
| | Revenue. | Expenditure |
| 1889, | \$142,309.11 | \$ 43,164.86 |
| 1890, | | 29,822.73 |
| 1891, | | 140,165.01 |
| 1892, | | 154,248.30 |
| 1893, | <i> </i> | 153,286.96 |
| 1894, | | 183,352.15 |
| 1895, | | 194,240,27 |
| 1896, | | 188,281.17 |
| 1897, | | 207,080.29 |
| 1898, | | 241,561.52 |
| | BILLS, | • |

A Bill entitled An Ordinance to amend the Law relating to Solicitors was read the first

The Bill entitled An Ordinance to apply a sum not exceeding Two million Six hundred and Eighty-one thousand Six hundred and Fifty-one Dollars to the Public Service of the Year 1900 was read a second time.

The Bill entitled An Ordinance to make further provision for the sanitation of the Colony and to repeal certain enactments of the closed houses and insanitary dwellings. Ordinance, 1894 was read a second time. The Council then went into committee on

the Bill entitled An Ordinance to amend the Rating Ordinance, 1888. A meeting of the Finnance Committee was

held immediately after the Council;

SANITARY BOARD.

-The usual fortnightly meeting of the Sanitary Board was held at noon to-day. There were present:-The President (Dr. Atkinson, Principal Civil Medical Officer) who occupied the chair, The Vice-President (The Hon. F H. May, Captain Superintendent of Police), the Hon. R. D. Ormsby (Director of Public Works), Dr. Clark (Medical Officer of Health)

Mr. E. Osborne, and Mr. Duggan (Secretary). The minutes of the previous meeting were

PROPOSED OBSERVATION STATION UNDER

THE VENICE CONVENTION. Papers relating to the proposed observation station having been read, the Captain Superintendent of Police proposed that the consideration of the question be postponed for six months as he was of opinion that plague was to be combatted, not by the erection of observation stations, but by spreading the population out and preventing overcrowding by taking steps to see that suitable houses were erected on the Reclamation and other available areas brought within the reach of the builders.

The motion was seconded by Mr. Osborne

LIME WASHING. An application for the exemption of certain houses at Mong Kok Tsui from limewashing and cleansing was refused.

APPLICATION TO EXCEED A HEIGHT OF 76FT. IN A BUILDING AND ERECT VARD BRIDGES. An application had been received from Messrs.

Palmer and Turner, on behalf of the H.K. Hotel Co., for permission to creet a building on a portion of Marine Lot 187 of the reclamation of a height of 110 feet and also that yard bridges might be built connecting the main building with the servants quarters of 6 feet in width. The M.O.H. minuted:-The proposed height

of the building will be less than ra times the width of street on which the building fronts and therefore I see no objection thereto. Wth regard to the bridges I think a width of 5 feet would be ample, but the point is not a very material one in this case. The Director of Public Works explained that

the proposed building was one of an excellent character, probably to be used as an hotel. He saw no objection either to the height or the

BONUS FOR NOTHICATION OF AN INFECTIOUS

meeting.

The M.O.H. had pointed out that.-- A legal obligation is placed upon Chinese doctors (and others) by Byelaw 17 made under Section 13 of Ordinance 15 of 1894, to report to the nearest Police Station all cases of Bubonic Plague, Cholera or Smallpox, which may be under their care, and convictions have been obtained recently against such Chinese doctors for failing

to so notify their cases. I think an additional inducement should be offered to these men to notify, by offering a fee of \$1 for every case which shall prove on investigation by a registered medical practitioner to be really one of the above-named diseases... There can be no question that the early notification of doubtful cases will go a long way towards preventing widespread outbreaks of these diseases and I shall be glad if the Board will consider this matter, and if they concur make a strong representation to the Government on

The President minuted:—I think this bonus. should be given to all persons notifying; not only to Chinese doctors. Mr. Osborne:-I agree with the President.

I don't believe the \$1 will induce many people to inform but it would be good to try the experiment. The D. P. W.:-I am very doubtful about this and would like to discuss it at next

The Capt. Supdt. :—A dollar is no use. The Medical Officer of Health, in bringing forward the motion, said that he was of opinion that as Chinese doctors were under obligation to report cases and were fined for non compliance with the regulation it was only fair that some reward should be paid when they did

The Captain Superintendent of Police though that the amount was not sufficient to induce Chinese to report cases and that if it was increased it would encourage bad characters to make a living by importing plague cases.

Mr. Osborne's opinion coincided with that

of Mr. May and he also thought that such a regulation, by inducing bad characters to report suppositious cases for gain, would tend to frighten the Chinese still more than the present

The motion was not seconded and so was allowed to drop. PROPOSED GOUGH STREET LATRINE.

A petition from the owners and secupiers o property in the vicinity of Gough St. having been received, objecting to the erection of a public latrine at No. 46 Gough St. the Medical Officer of Health reported as follows:-In reply to the attached petition I beg to call

attention to the following facts:-

newspaper, viz., "Chuen Wan Yuet Po." neighbourhood are privately owned latrines and therefore not free, a most important point and no doubt with more service they will dera, in the outskirts of Tokyo, the other day. when the poorer classes are concerned. The present private latrine at the corner of Gough-St. and Aberdeen St. is 122 yards distant from

PREAMBLE :- Several of the so-called peti-

nuisance, notice was regularly served on the satisfactory account of themselves, the volleys owner to improve the lighting and ventilation | being both well timed and simed and would of this latrine. Besides, the pressure on the certainly have done their share in repulsing the latrine accommodation will be relieved by the lattack. erection of another latrine on the proposed in The following is a copy of the Field State

Para 7.-The proposed latrine will be an underground one with head light and shaft ventilation and hence will not in any way interfere with the playground or prove an offence to the pupils of the Belilios School.

Para 9.—The total number of pupils, attending the Belilios School is 328 and during the three-quarters of an hour after the dismissal of the school-children on the 2nd inst. only 29 pupils passed the entrance in Gough-St. to the proposed latrine on their way home. There is no entrance to the School in Gough St., the entrance being in Hollywood Road, and with a sufficiently high air shaft for ventilation there will be no nuisance to the School. I may add that this is the only available piece of Crown land in the neighbourhood and the nearest Government latrines will still be about 1600 feet distant to the westward and two miles to the castward.

be brought to the notice of the Government that before they could proceed with the erection of any latrine it was necessary to notify the so can put in their musketry course. fact in three issues of the Government Gasette and that in this instance the notice had only appeared once.—Carried.

A letter from H. B. M.'s, Consul at Alexandria, dated 7th September was laid on the table reporting that from 1st May up to date there had been 89 cases and 43 deaths from plague in that city.

THE PLAGUE AT ALEXANDRIA.

MORTALITY RETURN FOR MACAO. The mortality returns for Macao for the week ended 15th instant showed 4f deaths from al

The Bombay returns from 12th to 25th September showed 205 and 183 death. MORTALITY RETURNS. The mortality returns for the Colony for th

THE PLAGUE AT BOMBAY.

19.1 as compared with 15.2 for the corresponding week of last year. For the week ended 14th October the death rate was 20.1 as compared with 21.1 for th corres onding week of last year.

week ended 7th October showed a death-rate of

LIMEWASHING. Mr. Osborne moved that on the 1st Novem ber warnings be served on all householders. who had failed to comply with limewashing

The Director of Public Works Seconded .-Carried.

MODEL DWELLINGS.

Pursuant to notice the Director of Public Works moved.--That the Government be asked to offer a premium for the best design for a block of Chinese tenement houses, in accordance with modern views of sanitation, to be erected on one of the vacant lots in the resumed area of Taipingshan, and further to proceed to put up the buildings in accordance with the selected plan.

In bringing forward the motion Mr. Ormsby explained that he thought example better than precept and were the Government to erect some sanitary houses, with bathing and latrine accommodation, on the Taipingshan area for the defense. The following jurors were emthe housing of their coolies he thought that Chinese landlords might be induced to take them as a pattern.

After some discussion the motion was seconded by the Captain Superintendent and carried

HONGKONG VOLUNTEERS.

INVADING FORCE REPULSED.

Stonecutters, October 26th. The attack on Stonecutters Island, as marked on the programme of instruction, took place yesterday afternoon and as most of the Hongkong firms had granted a half holiday to en--able-their-employees-to-obtain-the-instructionafforded by these operations, the parade was remarkably strong + 19 officers and 179 rank and file, under the command of the Commandant, Major M. M. Morris, R.A., taking part. Yesterday was also the guest day, so that many civilians were able to come over to th camp to see the parade assemble at 3.30 the drill ground where the troops were formed, up preparatory to marching to the west end of the island where the attack was supposed to be made

The general idea was that a cruiser had anchored out of range of the island and had These boats were represented by sampans rigged up with sails and dummies being allowed to drift down with the wind and tide barrels were also floated down to represent th boats at shorter ranges, while targets were anchored at distances between 1,500 and The Volunteers marched from the drill ground with the machine gunners leading, the infantry next and the F.B, bringing up the rear, to the

positions which each arm had to occupy, the only alteration when firing being that the rifles, after holding themselves under cover to act as supports, were led to the left of the Maxims and after deploying in skirmishing order took up position to repulse any attempt at landing. The action was commenced by the Field Battery opening fire at 1500 yards range but they were rather slow in finding the target, though when they did do so the firing was remarkably good and effective, the shrapnel being timed to explode very accurately. When the opposing force were at 1,200 yds, the machine guns opened fire and a perfect hail of bullets was seen falling around the boats, it being extremely exciting: to hear the rattle of the machine guns belching out their death-dealing missiles and flames with the occasional loud report as the seven pounders fired their rounds. When the boats, were within 700 yds. the /7 pdrs. started pouring in magazine fire which was main- Oaska to Tokyo takes more than half a day in tained until the 300 yds. range was reached | coming. But so long as it comes even at so when case shot was used, the maxims keep- slow a pace, we shall not much grumble. ing up their fusilade until the boats were at When, however, we are unable to receive 400 yds. The infantry only opened fire when telegrams for twenty-four hours or more from the boats were at the 700 yds. range, firing within so narrow a country ast Japan, and that volleys by half companies until the 300 yds., very often, we cannot remain silent. A storm when the order was given for independent firing, sweeps over this country and invariably it is The whole of the operations were most interest- followed by some telegraphic interruptions, ing and instructive, giving as they did to the | Storms being quite frequent in Japan, equally officers and men of the separate units an oppor- frequent are the interruptions, which cannot tunity of practical demonstratton of the service fail to cause serious disturbanco in business. that each would have to perform when called But the inestimable loss thereby caused to upon. The honours mostly fell to the Field business is a small matter, when we take into Battery, under the command of Major Chapman | consideration a question of vital importanceand Captain MacDonald. "A." Co. Machine namely, what would happen if such an interrupgunners under Captain Saunders ran them very tion were to occur, at a time when Japan was close, the fire discipline and observation being lengaged in a war or important negotiation with well maintained. "B" and "C" Cos., having In foreign Power or Powers?"-Kobe Chron. only recently being formed, were rather lacking. tioners are Shops not persons, and one is a in these two attributes to efficient service, but considering the short length of time ! Para 5. The two existing Intrines in this they have had for practise they rendered a very satisfactory account of themselves A serious accident occurred actie Hanning

be able to compare more favourably with A picnic party consisting of over soons and their comrades in "A" Co. They were girls were visiting the place, when a band of also handicapped by their officers not girls approached the edge of the hill to watch a the proposed site, and the Circular Pathway (private) latrine is 134 yards, plus a flight of drill and words of command necessary to affived there, than past of the hill collapsed of the men carrying with it all the girls gathered there. The efficient from the proposed site.

124 steps, distant from the proposed site.

125 Para 6—The efficient from the private of the men carrying with it all the girls gathered there. The efficient from the private of the men carrying with it all the girls gathered there. The efficient from the private of the men carrying with it all the girls gathered there. The efficient from the private of the men carrying with it all the girls gathered there. The efficient from the private of the men carrying with it all the girls gathered there. The efficient from the private of the men carrying with it all the girls gathered there. The efficient from the private of the men carrying with it all the girls gathered there. The efficient from the private of the men carrying with it all the girls gathered there. The efficient from the private of the men carrying with it all the girls gathered there. The carrying with it all the girls gathered there is 134 years of the men carrying with it all the girls gathered there.

submitted to the Commandant :---Guns: Officers, Rank & File. D Coy.... E Coy

It will be noticed that the numbers for D& "EV Co., are very low and as these two perform most important duties it is much to be desired that young men should come forward and join, "D" Co., being 22 under strength while in E Co., there are 10 or 12 vacancies.

Next Saturday the Machine Gun Competition comes off, when the Field Battery and Maxims will be taken across on the mainland and take The Medical Officer of Health moved that it ground on one of the hillocks, the targets being placed on another mound. On that day D & E Co.'s will have the use of the ranges and

His Excellency, the Governor, on landing, was received by the usual guard of honour. Many of the visitors crowded the pier to see His Excellency land, and the spectacle, with the Guard lined up in order, was very iniposing. Almost immediately on setting foot on the island His Excellency, and General Gascoigne, who met the Governor on his arrival, were conducted away and entertained by the officers. Immediately after dinner a piano was mounted on one of the butts adjacent to the parade ground, and a capital concert given by the stars of the corps. Seating accommodation was provided, and the whole entertainment went off right well. At. 10. o'clock the guests wended their way to the launches, private and provided, all the visitors apparently enjoying the run acres to Hongkong in a splendidly cool evening. The band played during mess and introduced some new selections, and there was no complaint except by the drums, who thought their instruments had something of a metallic ring about them, we believe, on account of the dryness of the atmosphere, or, it has been suggested, on account of their not receiving the usual drink, generally supplied on such occasions. The usual lubrication would have been very acceptable.

LEGAL INTELLIGENCE.

SUPREME COURT.

CRIMINAL SESSIONS. (Before His Hon. W. M. Goodman, Acting

> Chief Justice, October 26th.

THE HUNGHOM MURDER. The case again before His Lordship this morning was the charge of murder against two men called Pong Pun and Li Ki. The Hon. y H. E. Pollock (Acting Attorney General) appeared for the prosecution and Mr. Slade for panelled : Messrs. W. T. Marlow, H. Haynes, T. P. Cochrane, H. El Mackenzie, E. H. Ray

M. von Obrewsky, and G. A. Friesland, A. G. Hewing, foreman joiner, in the service of the Kowloon Dock Company, was the first witness called this morning for the defence-He said Pong Pun was one of his leading inch. and had been in the company's service a number of years. Prisoner, on the day of the murder, was working under witnesses instructions; in reality he was his interpreter. Prisoner only occasionally used tools; for six. weeks previous to the day of the murder: had not used tools. Witness said he could give prisoner a first-class character in every. way in the workshop; as to his character outside he knew nothing about it.

Prisoner might have had an occasion to use tools when showing a workman how to proceed with certain work. E. R. Hurton, clerk in the Dock, said he left the works at 12 o'clock on the day of the murder and went straight to his house. When there only a few minutes he heard a noise outside his house, and, in company with a Mr. Burns, he went on to the verandah to see what. was the matter. He saw Pong Pun with a broom in his hand, which he was wielding to keep, off some Chinese who were in pursuit: Whilst witness was at tiffin, his boy gave him sent a flotilla of boats to make the attack. some information, and witness went into the street. Outside the house, and at the third dwelling from his, the noticed some blood. marks. He followed this up, which led him to Temple street, and on arriving there he saw aman prostrate upon the ground in a pool of

> wounded man away. In-cross-examination witness said he had seen prisoner about five times before the day in question, and saw him when he was arrested: This witness said he had not been called to give evidence at the Magistracy, and that he had said nothing about the blood until two weeks ago, when he told the solicitor. W. Burns, engineer at the Docks, and the

blood. Witness told the police to take-the

Other witnesses were heard, and at a o'clock the case was adjourned until to-morrow morning. TELEGRAPH COMMUNICATION

man who lived with Mr. Hurton, gave similar

IN JAPAN. Commenting on an article which appeared acid some time ago in our columns on "Japanese are Telegraphs," the Yorodau Choho says - Even on ordinary days the Japanese telegraphs are remarkably slow. It is by no means rare that a message transmitted through the wire from

A NARROW ESCAPE.

STORM AT KOBE.

The high wind from the west and north-west which prevailed at intervals nearly all day on Monday, and all the following night, caused the sea to get up, and some seventeen or eighteen boats were wrecked off Temposan, reports the Kobe Chronicle of the 18th. A policeboat going to their assistance also foundered, and the occupants—eight or nine policemen and a sendo-were nearly drowned. They were rescued by another police boat. Some of the men in the boats that were wrecked are reported to have been drowned. Damage was done to the breakwater on Temposan:

The barometer remained very low all Monday, standing at 29.29 at six o'clock in the morning, but rising gradually to 29.41 at 6 p.m. All through the night the wind was violent, exceedingly heavy gusts blowing at intervals.

A report of the Kobe Meteorological Station, issued at noon on Monday, stated that a depression appeared off Formosa at 2 p.m. on Saturday, and had advanced to Southern Kyushu at 6 n.m. on Sunday. The barometrical reading was 29.99. As this threatened a storm, a warning was issued by the Central Me corological Observatory to the eastern districts 1, 2 and 3, and also to the coast of the districts 4 and 5. The depression subsequently became worse, and at 2 p.m. on the same day it advanced to for supremacy. Eastern Kyushu, where the barometer registered 29.90. At 6 a.m. on Monday the depression had advanced to the vicinity of the Kii Channel, the barometer falling to 29.70. At the same time the atmospheric pressure began to rise over the Luche Islands, and a strong north-westerly wind set in. At to a.m. on Sunday, producing a which continued for more than 36 hours.

rough and squally in Kobe. A telegram from Shizuoka dated the 17th says:-The rice fields for a space of over 100 cho* on the coasts of Osada-mura, Obe district, were flooded by sea water yesterday in consequence of the high waves. The embankment was smashed for an extent of some 180 feet, and work is now being undertaken to prevent the inrush of more water.

A message from Moji of the same date says :- The gale which was blowing since yesterday went down at 3 this morning. Eight boats were wrecked and a stone wall and pieron the beach collapsed. No lives were lost. Owing to the gale, communication between Moji and Shimonoseki was entirely stopped.

* A Cho is 108,000 square feet.

THE H. & S. BANK v. YO-KEE.

On the 12th inst., in the Yokohama Chiho Saibansho, before Judge Watanabe Noburu, an action instituted by Mr. D. Jackson, Manager of the Yokohama branch of the Hongkong and Shanghai Banking Corporation, against a Chinese firm, known as Yo-kee, No. 150, Yokohama, for the payment of a promissory note covering the sum of Y7,000 issued by the latter in December last, came on for hearing. The and the defendant by Mr. Akiyama. The Japan Herald reports that at the outset of the hearing, Mr. Akiyama made a protest, referring to the incorrect translation of the name of the Chinese firm, and also of the word "Manager," as no person except Directors could be legally qualified to bring an action in the Court representing a corporation. . The Court was adjourned till 10 a.m. on Saturday, the 14th.

YOKOHAMA BRITISH CONSUL ROBBED.

The Yoroden states that Mr. H. A. Bonar British Consul at Yokohama, with a friend of inst. He stayed at an inn called Maruman. On the morning of the 9th Mr. Bonar discovered that Y. 30 in paper money which he had put in was missing. The matter was at once reported to the police who made search for the lost money when it was found in a cupboard of the house. A maid and manservant of the hotel were arrested on suspicion, but the former was released after examination.

THE YOKOHAMA AUTUMN REGATTA.

The autumn regatta which, on account of the typhoon, had been postponed for a week, says the Japan Advertiser, took place on the 14th inst. It is impossible to conceive of a greater contrast as to weather than that between the two Saturdays-the one blustering, wet and wholly impossible for regatta purposes, the other bright, warm, almost windless, an ideal of this was the absence of those vexatious delays spectators. All the races were started on time. excellent rowing, winning every event in which he had entered. Abbey, too, showed what good training and conscientious work will do by winning both the Junior Paris and the Junior Fours, Mottu's able coaching was prizes in the Club Fours.

From the list of winners, published we note that Carst stroked the winning boat in the Senior Double Sculls, when he was accompealed by Invine, in the Senior Fours, and in the Scratch Fours. In the Open Fours Hayward stroked the winning boat, in which H. A. Poole was No. 2, Carst No. 3 and Irwine bow.

THE SENTENCE ON MILLER

TOKYO, October 14th. At the Appeal Court to-day, at 10.30 a.m., the American, Robert Miller, charged with a triple murder, was sentenced to death. Lie looked out of sorts, no doubt caused by anxiety as to the probable fate awaiting him. He listened attentively to the reading of the judgement, and showed no sign of penurbation whatever. The Judge read from a previously written document the principal features of the case leading up to The Court recognised certain extenuating circon those two charges would have sentenced the murder of Nelson Ward was a most unprovoked one, committed with premeditation, the Court sentenced the prisoner to death. The whole proceedings occupied about an irour. Kobe Chronicis,

JAPANESE TREATY WITH CHILI

A Treaty of Commerce and Navigation with of water-worn shingle, give to the central table-Chill was signed on the 16th inst in the Japanese I land the appearance of an upheaved lacustrine Foreign Office by Viscount Acki and the Chillan basin, whose waters escaped at one time

THE WORKS AT PORT ARTHUR.

The works to be undertaken in the improvement of Port Arthur, for which the Russian Government have assigned a sum of 11,000,000 roubles, include the construction of two moles, a considerable deepening of the dock, and of the roadstead and entrance channel. On the completion of these operations, naval storehouses on a large scale will be erected and furnished with stores and supplies of all kinds. The floating plant will also be increased, the existing dry-dock lengthened, and the construction of a new one will be commenced. The programme also includes the erection of a hospital, a church, houses for the commander and for the harbour officials, baths, warehouses, barracks, and dwelling-houses for the medical

THE POWERS.

At the end of the nineteenth century the World Powers have rediscovered the Pacific. In fifteen years the position has been revolutionised; in ten years all the forces which make for unrest have energetically asserted themselves; in ten years more they may have stamped the Pacific with the marks of conflict Russia, Japan, the United States and Great

Britain are the four protagonists for premiership

in the Pacific: Germany and France possess

opportunities for annoyance, but begomeny can be theirs in only the smallest degree. (Just as France in New Caledonia is a thorn in the side of Australia, so Germany in the Carolines has Kobe the pressure began to lift at about placed hereself athwart the American line of communication between San Francisco and the Philippines. If the next great struggle is to be All day yesterday the whether continued between Germany and America, as Admiral Dewey thinks, the Americans will realise their mistake in allowing Germany to acquire the remnant of Spanish dominion in the Pacific. But beyond that Germany can do little. Unless she is able materially to augment her present possessions, she cannot hope to be in the runping for a leading place in the Pacific. In America, the idea already obtains that the United States are the paramount l'ower between the Chinese and the American scaboards. and that the destiny of the Pacific is to be an American lake. But the talk in which some leading officials and politicians in Washington are indulging is as the prattle of a child excited by a populate. America can only acquire the authorities beeks in the Pacific by an alliance with Jakes Russia. But Japan leans to wards Great Britain. The Americans therefore turn to Russia, the powerful magnet which seems to attract republicans irresistibly, and a Russo-American combination is not an impossibility. Russia will tap the natural wealth of Siberia and northern China. She will find the sinews both of war and commerce in the one and the raw material of considerable naval forces in the teeming population of the other. In the unlikely event of a Russo-American alliance in the Pacific, Japan and Great Britain will be driven together by need of mutual protection. Japan, with con tinued organisation and a measure of good plaintiff was represented by Barrister Ideura fortune, cannot wholly fail to secure a large voice in Pacific destinies. The incursion of Western Powers has robbed her of the position of ascendency and independence to which she would have attained as the result of ther adoption of Western methods, and the yellow race will only now be able to assert itself in the

Great Britain's attitude is defensive, not If Great Britain does not remain mistress of the Pacific as of other seas, the fault will be that of her sons under the Southern Cross. Federated Australia should count for at least as his, was out shooting at Tsuchiura on the 6th | much as Japan......Australian federation is as momentous a fact in Pacific history as was the triumph of Japan in the war with China. Both events mean that New Powers have arrived the pocket of his clothes the previous night prepared to dispute with all-comers for their respective rights. Australia as a nation, however, will enjoy dignities and must face responsibilities unknown to the individual colonies.That Australia will rise to the level of the occasion can hardly be doubted. She has in the part given ample evidence of her mettle.Australia has always evinced a lively sense of the merits of a ring fence. If such a fence has not been preserved, the misfortune, not the fault, is hers .- The Saturday Remery.

Pacific in league with, or under the domination

of, the white race. Japan recognises two

things;-that at the moment Great Britain is

the paramount Power in the Pacific and that

THE PHYSICAL FEATURES OF THE TRANSVAAL.

the Boers and their character, as well as with artful, cunning, as they describe it when speakthe events of the last war with Great Britain. ling of themselves; treachery, it might with Some account of the physical features of the more justice be written down by people whose rowing day. Of the regatta itself it may safely country may now prove interesting. The be said that it was the most satisfactory held | Transvaal (that is, the country beyond the Vaal by the Club for many seasons. The main cause | river to which the Boers emigrated after their | difference with the British Government) forms in starting which, of late years, have been more La compact inland territory about as broad as it and more complained of by the officers and is long, not more than 45 or 50 miles from the Indian Ocean at Delagoa Bay, but otherwise the Senior Pairs only excepted, this race having | lying completely within the outer rim of the | Mrs. Percy Boult, one of the ladies who conto be postponed owing to the illness of Squire. | vast South African tableland. Its extreme 1. M. Carst is to be congratulated on his length is some 500 miles and its extreme width about 400 miles. No accurate surveys are available, but the total area has been variously computed at from 110,000 to 120,000 miles, or about double the extent of England proper. The mean altitude of the territory above the rewarded by his crew securing first and second | sea exceeds 3,000 feet, so notwithstanding that that it lies between 22° 15' and 28" S. lat .- that is to say, about the same latitude as Formosa in the northern hemisphere—the Transvaal enjoys on the whole a healthy, invigorating climate, well suited to the European constitution. In some of the low-lying districts, it is true, African fevers are endemic, and the tsetse fly haunts such districts and makes them almost impossible of being traversed because of the fatalities that occur among the cattle, but the progressive settling of the country and drainage works carried on are gradually restricting these unhealthy tracts, and even the tsetse fly is said to be gradually disappearing. "Physically," says one authority, "the Transvaal forms a well-marked section of the great South African plateau, an elevated shallow basin with a mean altitude of over 3,000 feet, whose conformation has been compared to that of a saucer. On the south and east this basin is separated from the coast by a lofty inner and less elevated outer rim, the former from 6,000 the murder of Suye, Aki and Nelson Ward. to 10,000, the latter about 2,000 feet high, sweeping round in curves concentric with the cumstances in the murder of the two girls, and seaboard, from Cape Colony through Natal and the east side of the Transvaal northwards accused to imprisonment for life. But as the to the equatorial regions." The highest mountain in the Transvaal in 8,725 feet above sea level, but the mean altitude of the Transyaal plateau being, as already, stated, some 3,000 feet, none of the mountains appear to the oye of striking elevation above the normal level. From a geological point of view

it is pointed out that the numerous fossil re-

mhins of aquatic life, together with extensive

sandy tracts and the presence in several places

off most of the surface waters to the surround- the fort of Potchestroom. On St. Patrick's ing marine basins. The Transvant has several Day Colonel Winsloe, finding his wounded men magnificent rivers, and is well watered generally, being peculiarly suited for grazing or spy, who brought in news of the armistice, agricultual purposes. Bush, including mimosas, which he obtained promptly without the knowthorn thickets and creepers, cover extensive tracts on the northern and southern plains, and | Cronje, the Wakkerstroom and Utrecht districts towards Natal are well wooded. But elsewhere the characteristic features are grasslands, downs, hill slopes, flats, even many parts of the higher uplands being covered with savannahs, generally affording good pasturage and fodder for cattle. Boers and other agricultural settlers have hitherto occupied themselves chiefly with the breeding of sheep, cattle and horses, but there can be no doubt, according to the best auadapted to the cultivation of cereals, being capable of yielding two annual crops and pro-The forest growths are confined chiefly to the deep kloofs or gorges of the mountain ranges, and these gorges will be of very great value to the Boers when the advance of the British into Transvaal territory once commences, for parties will doubtless retreat within their fastnesses and make raids on the invaders as opportunity offers. The abundance of grasses and herbs in such a territory as the Transvaal naturally led to an abundance of herbivorous animals, and this again to a prolific carnivora. By the early settlers the Transvaal was described as the paradise of hunters," as many as two hundred lions being, it is said, killed by the Boers, in their great "trek" in 1835-37, between the Orange and Vaal rivers. Besides the lion, there is leopard, rhinoceros, elephant, giraffe, zebra, quagga, many varieties of antelope, and the ostrich, while the large rivers are frequented by the hippopotamus and the crocodile. However, the larger game is gradually disappearing as the country is becoming settled. But it is the extraordinary mineral wealth of the Transvaal. that has attracted most attention,, and, 'indeed, is in no small measure responsible for the present_war, for had it not been for the discoveryof gold and diamonds, there would have been few Uitlanders in the Transvaal demanding the franchise. Moreover, besides the gold and the diamonds, there is much iron in the territory, together with copper, lead, cobalt, sulphur, salipetre and coal, this last, with gold, copper and iron, being probably the most abundant and widely distributed. Altogether it will be seen that the Transvaal is a country of wonderful resources, which only wait to be developed under a liberal and progressive government for the territory to take perhaps the leading place in South Africa .- Kobe Chronicle.

TRICKS OF THE TREACHEROUS BOER.

TALES OF HIS DECEIT IN BATTLE, AND

HIS BAD FAITH ELSEWHERE. On the fateful morn of Brunker's Spruit (says of horse and a subaltern of infantry rode out of | owing to heavy floods, was impassible. The Pretoria. The captain was of the K.D.G.'s and | Captain's cart in which they were sitting was the other "military" individual was at that | turned over, and when swimming for the lines precise period of his combative career attached | the Boers poured in a volley upon them, killing to the K.R.R.C.-which mystic procession of poor Elliott at once. Lambart, who, like initials, rendered into the understanding of the imyself, had been on remount work, escaped by world at large, means the King's Dragoon a miracle, and managed, half-naked and foot-Guards, and the King's Royal Rifle Corps. | sore, to reach Natal. After peace was The object of our pilgrimage was to augment | established some of the murderers were tried the resources of the re-mount department, and | by a Boer jury at Pretoria, and, needless to say, the gentle Boer was not at the moment con- promptly acquitted. No other reparation was sumed with a burning desire to part with his ever made or asked for by our Government surplus horsestesh to the "Rooi-Radjes" or for the foul deed. Red-Coats, as the Transvaalers called us then. Refused hospitality on a very transparent excuse that night at a farmhouse, we were, with suspicious persistence, urged to present ourselves at another, an hour's further ride on the road. We, however, off-saddled, and spent our night on the open yeldt, which, though not strictly comfortable, was, on the whole, preferable to the chance of being murdered by the halt-drunken and fanatic Dopper Boers who that evening had concentrated at the identical farmhouse to which we had been so thoughtfully directed. That very night the fiery cross of insurrection had gone forth, and our kindly informants no doubt considered that such a chance of polishing off two British officers was not one to be

They were not good souls, quite up to the job themselves, and so it was suggested that we might "call next door," where our entertainment would not impossibly have assumed a game hardly recognised in the ethics of hospitality. I have decended to this morsel of personal detail because it illustrated from my own knowledge that detestable quality which We have already dealt with the history of bulks so largely in the Boer character-"selm," conceptions of fair play are otherwise than those of the average Dutch Transvaaler. Sometimes this peculiar side of the Boer character has been responsible for results more humorous than tragic. Take, for instance, an episode of the Potcheistroom siège, as narrated to me the other day, coming home from the Cape, by trived to survive through the vicissitudes of: three-months-long investment in a terribly over-crowded mud fort.

FIRING ON A FUNERAL. By a Boer messenger, who, under cover of a flag of truce, carried a letter to a sister of my friend, came a document in telegraphic cipher, purporting to be from Colonel Bellairs, commanding the troops in the Transvaal, and informing the beleaguered garrison that he with a strong column had come to their relief, and would be with them next morning. The besieged 21st Scots Fusiliers were "to make a sortie in force on three rounds being fired from a gun in rapid succession; a big fight was to take place" (here is where they gravelled themselves) " and the Boers, were to be driven away." This precious missive was so evidently a fraud that no notice was taken of it. The ignal failed, or the heroic little garrison never heard three guns; but sure enough in a drenching rain they heard heavy firing in a wood about a mile off, and the distant sound of a very badly imitated British cheer.

The enemy got their morning's amusement for nothing, and they must have had some trouble in drying themselves, for, according to Mrs. Boult, the rain on that particular occasion could not well have been heavier. Mrs. Sketchley, one of Mrs. Bouth's sisters, died during the siege. A truce of an hour was arranged when the body was buried, but before the time was up the God fearing Boers opened a quick fire upon the sorrowing family, and the officers of the 21st who had accompanied them to the shallow grave just outside the entrenchments. Major-General Sir H. Rundle—then a gunner subaltern—was, it may be mentioned, one of the mourners at this inexpressibly sad funeral. But the crowning act of treachery was that which involved the

surrender of the fort. THE BETRAVAL OF POTCHEFSTROOM. One of the terms of the armistice concluded by Sir Evelyn Wood at Laing's Nek was that he should be at liberty to send eight days' proand thence to the Atlantic. The Vaal and | eight days after the arrival of supplies. On | ing Fred " Carrington,

Limpopo, it is further remarked, are still the March 12th the tidings of the armistice reached two great fissures in the plateau, which carry. General, Croje, the Boar commander, outside were dying for want of food, sent out a Kaffir ledge of that soul of military honour, Meinheer

. Two days later Winsloe sent a letter to Cornje informing that worthy that he had got to hear of the armistice, and he understood provisions and much needed medical requisites were awaiting entry into the fort. Cronje professed complete ignorance as to the armistice, and so our poor fellows, who had come to the utter end of food and physic, had no alternative but the bitterness of surrender. On March 23rd the men, women, and children, worn down almost to skeletons, left the small thorities, that much of the country is eminently | earthwork in which day and night, under a veritable fau d'enfer, they had been cooped up for three months, with bugles blowing and a ducing some of the finest wheat in the world. | home-made .flag tattered with bullet-holes (Lieutenant Rundle afterwards showed it to the Queen) waving at their head. They were beaten by treachery and treachery of a peculiarly base and heartless degree. FALSE FLAGS OF TRUCE.

> By the way, my friend, Mrs. Boult, was during the siege shot in the neck one morning when rushing from one sandbagged shelter to another. The flag of truce dodge was tried over and over again in the disastrous campaign of 1880-81, and just as many times our innocents walked into the trap. At opening of the ball, at the massacre of Brunket's Spruit, when the 94th were cut to pieces, le drapeau blane was used simply as a cover, under which the Boers closed in upon the doomed regiment. And at the action of the Ingogo River these chivalrous gentry fired upon one of the heroes of Rorke's Drift, the Rev. Mr. Ritchie, who had gone forward with a white flag in response to one hoisted by the enemy. That militant

churchman, in describing the incident to me observed that when he heard the splash on stones of Westley-Richard bullets all round him he never since his ordination felt so hugely inclined to --- well, express himself in not exactly devotional beatitudes. One callous subaltern, indeed, averred that the padre used a "big D." but then he was only a very junior second lieutenant, so little credit was, given to his statement. But the occasion was one to eminently tax the. self-restraint of even an army chaplain, for while the reverend gentleman stood out in the advanced front flourishing a pocket handkerchief he noticed, to his great disgust, that the Boers were profiting by the opportunity to creep round our flanks. Even that warworn Bishop, Father Brindle, might be pardoned if under the circumstances he did what

Flanders. MURDER OF CAPTAIN ELLIOTT.

our troops are reported to have done in

After the annihilation of the hapless 94th, two unwounded officers. Captains Elliott and Lambart, were set free on parole. They were taken to a drift on the Vaal River, and were writer in the St. James's Gazette) a captain forced to attempt a crossing where the river.

COWHIDING A DOCTOR.

Another shocking instance of Boer treachery was that of a civilian doctor, who, with a surgeon-major, was despatched from Pretoria to the scene of the Brunkers Spruit massacre, to succour the wounded prisoners. His uniform saved my friend Comeford, the Army medico, but the other doctor, the Boers having decoyed him into a house on the pretence of giving hima drink of milk, was stripped to his nether garments and cowhided-ves, incredible as it may seem, actually cowhided-to within an inch of his life. I remember as if it were only yesterday the ghastly look of horror and shame that stamped itself on that luckless practitioner's face as, with tears in his eyes, he recounted to us the details of the atrocious outrage to which he had been submitted.

FORGING DESPATCHES. Mention of the much-flogged doctor inevitably brings to mind the case of Captain Higginson-a cousin, by the way, of that very succesful exponent of the new journalism, Mr. Alfred Harmsworth. Higginson and myself served together, before we got our commissions, in the same Irish militia regiment. Afterwards we went through the Zulu and Boer wars together, and finally both of us tried, as officers of the Houseas, on the pestilential Gold Coast and that other Golgotha so celebrated for its very superior development of mud, missma, mangroves, and malaria-Lagos. Dining one night at Government House, a corrugated iron morgue, in which every 12 months or so we laid out the body of a fever-stricken proconsul, our talk drifted to the subject of this article. Four of his Excellency's guests had served in the far-away Transvaal, and each of us had our several experiences to recount of Boer bad faith.

Perhaps the most remarkable reminiscence was that of Walter Higginson. Riding one exceptionally dark night with despatches for Sir Owen Lanyon at Pretoria, he was hoisted out of his saddle by means of a time-honoured South African trick—that of a rope held breast high across the road. . Brought to mother earth with such precipitancy as ensured a prolonged period of unconsciousness, the documents with which he was entrusted were brought to a heighbouring farmhouse and careful tracings made of the signatures they bore. The true significance of this example of Boers craft only became apparent some months later, when a pretended letter purporing to bear the sign manual of Sir Pomerov Colley, and directing Second Lieutenant Long, of the 94th, to yield up Lydenburg to the Boers, who were then closely investing that town, was handed under the usual flag of truce to the young commandant. But thatofficers was astute beyond his years, and as a consequence the much-coveted store of ammunition and war material at Lydenburg remained under the protection of the Union Jack. This was not by any means the first occasion on. which forgery was resorted to.

THE MORAL OF THE TALE. And now it may be asked, Why have I inflicted on the readers of the St. James Gazette this catalogue of Boer misdoings? Because I am convinced that, if Austral Africa is again to pass through the fiery crucible of war, the Boers will again play the game, not in accordance with the rules, but in accordance with the tangled notions that prevails in the land beyond the vant, as to its being perfectly legitimate, and even commendable, to resort to every possible barbaric ruse when openly in the field, not against savages, but fellow white men. One policy which I predict they will, then the question of reprisals will become a very earnest matter of consideration for the future South Representative, who is going home by the next shrough the Limpopo to the Indian Ocean, at visions to each of the garrisons in the Transvaal, Africa Commander in-Chief, whether he be Sir steamer to obtain the ratification of his Govern- ranother through the Vaal to the Orange River, all hostilities to be suspended at each town for Redvers Buller, Lord Kitchener or Sir "Fight-

SHIPPING REPORTS.

Captain Thomson, of the steamship Argyll from Amoy, reports :- Strong monsoon and

Captain Robson, of the steamship Hailoong, from Swatow, reports :- Strong E.N.E. wind and high sea, fine but cloudy weather.

Captain Warrall, of the steamship Kintuck, from Singapore, reports:-From 19th to 22nd, moderate to light variable winds and fair; from 22nd to arrival, strong monsoon with heavy confused sea.

NOTANDA.

CALENDAR.

Meleorological means based on fifteen years' observations to 1898. Barometer29.982 Humidity71 Rainfall5.794 TO-DAY. WEATHER REPORT.

On date at On date at Barometer......30.20 30.11 Temperature 75 Humidity 66 Rainfall TO-DAY. Thursday, 26th October, 1899.

Chinese-22nd of 9th moon of 25th year of

Sun-Rises bhr. 3min.

Kavang-sii.

Moon-Last Quarter 5.17 p.m. ANNIVERSARIES. 1839-- Lin ordered all British ships to leave the coast of China within 3 days. 1843-In Canton 1,200 houses and 3 sactories

Sets 5/11, 25min.

1850 -North West Passage discovered by Mc-1859 - Royal Charter wrecked.

1893-Pacific Mail Co.'s-steamer City of New York stranded outside San Francisco 1894-Chin-lien-cheng taken by the Japanese. 1896-Li Hung-chang appointed Minister for

Foreign Affairs. 1897-Mr. McLeavy Brown; Financial Adviser, dismissed by the Korean Government

TO-MORROW. Friday, 27th October, 1899. Chinese-23rd of 9th moon of 25th year of Kavang-sit. Sun-Rises 6hr. 4min. Sets 5hr. 25min. ANNIVERSARIES.

1728—Captain Cook born. 1854 -- Daniel Webster died. 1870-Surrender of Metz.

1871-The Tarter General, Chang Shan, visited Hongkong. 1896-Li Hung-chang charged with trespassing

in the Imperial Park. 1897-Death of H.R.H. the Duchess of Teck.

SHIPPING AND MAIL NEWS.

MAUS DUE. American (Cobtic) 28th inst. English (Bengal) 28th inst. Indian (Lightning) 31st inst. Canadian (Empress of India) 9th prox. American (America Maru) 11th prox. Australian (Chingtu) 12th prox.

The steamer Lightning from Calcutta, left Singapore for this port yesterday afternoon.

Shipping.

Arrivals. KINTUCK, British steamer, 2,880, Warrall, 25th Oct .- Singapore 19th Oct., General .- St. Mark New York, &c Qk. desp." Holiday, Wise & Co. ARGYLL, British steamer, 1,886, W. S. Thomson, 25th Oct.,-Amoy 24th Oct., General.

-Dodwell & Co. HUE, French steamer, 704, P. Merlees, 25th Oct.,-Haiphong and Holhow 24th Oct., General.—A. R. Marty.

LOONGMOON, German steamer, 1,245, F. Schulz, 26th Oct .- Canton 25th October, General.—Siemssen & Co. KWANGSI, British steamer, 1,240, A. Harris, 26th Oct.,-Canton 25th Oct., General.-Butterfield & Swire.

HAILOONG, British steamer, 783, A. J. Robson, 26th Oct.,—Swatow 25th Oct., General,— Douglas, Lapmik & Co.

thing is certain: If the Boers again adopt the BORMIDA, Italian steamer, 1,499, G. Delaya, pleasure to testify that the above medicine has pore 20th, General.—Carlowitz & Co. HAKATA MARU, Japanese steamer, 3,861, F. In adition I would say that it is very pleasant

PARRAMATTA. British steamer. 3,854. A Symons, 26th Oct. Shanghai 24th Oct. Mails and General, P. & O. S. N. Cd. LAMBUT MARU, Japanese steamer, 1,025, S. Nagatz, 26th Oct.;—Amoy and Swatow 25th Oct., General.-Mitsui Bussan Kaisha. KWANG PING, Chinese steamer, 1,242, W

Blake, 26th Oct.,—Tientsin 19th Oct, and Chefoo 21st, General.—C. E. & M. Co. Clearances at the Harbour Office. Kwangsi, British str., for Shanghai.

Hikosan Maru, Japanese str., for Kuchinotzu. Tutegami Maru, Sapanese stra for Nagasaki. Hongkong, French str., for Haiphong. Chorofa, British str., for Bangkok. Hermes, Norwegian str., for Chefoo! Haltan, British str., for Swatow. Hakata Maru, Japanese str., for Kobe.

Kintuck, British str., for Shanghai.

Departures.

Oct. 26, Haimun, British str., for Swatow. Oct. 26, Bygdo, Norwegian str., for Chefoo. Oct. 26, Whampoa, British str., for Canton. Oct. 26, Chowfa, British str., for Bangkok. Oct. 26, Stanfield, British bark, for Rejang. Oct. 26, Pronto, German str., for Canton.

Oct. 26, Hakuai Maru, Japanese str., Vladivo-

Oct. 26, Hikosan, Maru, Japanese str., for Ku-

Passengers—Arrived.

Ver Hailoong, from Swatow-41 Chinese. Per Kintuck, from Singapore-357 Chinese. Per Bormida, from Singapore—160 Chinese. Per Kwang Ping, from Chefoo—28 Chinese. Per Parramatta, from Shanghai for Hongkong-Lieut. H. P. Cayley, R.N., Messrs. Sin-Tak Fan, Men Win Sin, Ping, C. V. Daly, Mr. and Mrs. E. L. Halsell, Miss E. Waggoner, Mr. E. Carter, Miss H. L. Carter, Mr. H. R. Munchmeyer, Baron de Wasservas, Messrs. A. G. Wood, Reichert, W. N. Brown, Geo. McBain and servant, Dr. E. H. Horsey and servant, and 2 Sikhs. For Singapore-Mr. G. A. Roosen. For Bombay-Mr. and Mrs. F. Pirdeaux. For London--Sir Chas. Ross, Messrs. C. W. Parden, W. P. Lambe, Misses Ghey, Symons, Mrs. Sowerby, 4 daughters and 2 sons, and Mrs. D. M. Hay and 2 children. For Marseilles-Mr. and Mrs. E. A. Probst, 2 children and amah. and Mr. Jowett.

Per Hakuai Maru, for Amoy-Messrs. K. Tekino and Uyenhara. For Chefoo-Mr. P. Rapanaki. For Nagasaki—Messrs. M. Elliot and Masaiu Mari.

Per Sandakan, for Sandakan-Messrs, W. R. Burnside, W. Wilson, 8 Japanese and 180 Chinese. For Kudat-46 Chinese.

STEAMERS EXPECTED.

| Names. | From. | Due. |
|---|--|---|
| Bengal Coptic Ixion Kagoshima Mari Idomeneus Lightning Queen Adelaide Empress of India America Maru | Singapore Singapore Shanghai Singapore Moji Singapore Singapore Portland, Or. Vancouver San Francisco Sydney | Oct. 28th Oct. 28th Oct. 29th Oct. 29th Oct. 30th Oct. 31st Nov. 8th Nov. 9th |
| Camgu | Буал су , | Nov. 13th |

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis with the latest availableinf ormation every day.

| Singapore for this port yesterday afternoon, | plied gratis with the la | test availableinformation | every day. | |
|--|--------------------------|-----------------------------------|---|--|
| * * | PROJECTED BAILINGS. | | | |
| The steamer Birchtor left New York on the | | | | |
| 24th instant, via Suez, for Hongkong, China | Chia | Destination. | l mark | |
| and Japan ports. | Ship. | 4)ESTIMBLEON. | Date. | |
| * * Warls and | | | | |
| The steamer Indravelli from New York and | Abergeldie | Portland, &c | Nov. 11th | |
| Straits left Singapore for this port on Wednes- | Algoa | San Francisco, &c. | Nov. 21st | |
| day 25th inst. at 7 p.m. | Ambria | Havre, &c | Dec. 24th | |
| mi o e e cola cionnar Idameneus from | America Maru | San Francisco, &c. | Nov. 14th | |
| The O. S. S. Co.'s steamer Idomeneus from Liverpool left Singapore yesterday and may be | | Havre, &c. | | |
| expected to arrive here on 30th inst. | Bayern | Straits, &c | Nov. 8th | |
| * | Bengal | Shanghai | Oct. 28th | |
| The steamer Kawachi Maru (Europe Line) | Bingo Maiu | Marseilles, &c Victoria, B.C | | |
| lest Kobe via Moji for this port to day and is | Carlisle City | San Diego, &c | | |
| expected to arrive here on the 1st November. | | San Diego, &c | | |
| | Changsha | Yokohama & Kobe | Oct. 27th | |
| The O. & O. S. S. Co.'s steamer Coptic with | China | San Francisco, &c. | Dec. 16th | |
| mails, &c., from San Francisco, to the 29th | City of Dublin | Victoria, B.C. | Dec. 30th | |
| ultimo, left Shanghai for this port at 1 p.m. | | San Francisco, &c | | |
| yesterday. | | Manila | | |
| l Taranta de la Caracteria de la Caracte | | San Francisco, &c. | | |
| The Canadian Pacific Railway Co.'s R.M.S. | Emp. China | . Vancouver, &c | lan. 17th | |
| Empress of India from Vancouver, arrived at | Emp. India | | Nov. 22nd | |
| Kobe 3 p.m. on Wednesday the 25th inst. and left again at midnight same day for Shanghai, | Emp. Japan | *** | Dec. 20th | |
| where she is due to arrive at 8 a.m. on Sunday | l Gaelic | . San Prancisco, &c. | Nov. 30th | |
| the 29th inst. | Hailoong | Swatow, &c | Oct. 28th | |
| - 1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1 | Hanan | Swatow, &c | Oct. 27th | |
| HONGKONG AND WHAMPOA DOCK RETURNS. | | Kobe & Yokohama | | |
| Isla de Luzon at Kowloon Dock. | | San Francisco, &c | L | |
| Simla n | | Victoria, B.C | · • · · · · · · · · · · · · · · · · · · | |
| Liberal | Japan | Japan | Nov. 4th | |
| U.S.S. Oregon " | | London | | |
| Yuensang 11 11 11 | 1 / | New York | | |
| Culgoa " " | , . | Bombay, &c | - | |
| May Flint " | • | . Straits, &c | | |
| Esmeralda n n n n | | Straits, &c. | | |
| Zafiro n n n n | Königsberg | Havre, &c | Dec. 10th | |
| D. Juan d'Austria " Cosmopolitan " | Kweiyang | . Tientsin | Nov. 4th | |
| Mongkut " " | l | London | | |
| DAGOND BUT CANAL | | Swatow, &c | | |
| Outward — 26th September — Energia, | | . Kobe & Yokohama Portland, &c | | |
| Adria, Anapa, Bamberg, Voroneg. 3rd Oct. | Movune | New York | Nov teth | |
| Indravelli_Ixion, Vindobona. 6th Uctober | l Ninnon Maru | San Francisco, &c | Ian. ard | |
| - Inban, Varra, Undaunted, Idomenens. Total | Oanfa | .Marseilles, &c | Oct. 30th | |
| October-Avr. Koniesoere, 13th October- | Oldenburg | . Straits, &c | Feb. 21st | |
| Renlowdnil, Inaba Maru. 17th October | Orestes | . London | Oct. 318t | |
| Tantalus, Arab, Avidla, Queen Cristina. 20th | | Europe, &c | | |
| October-Patroclus, Socotra, Telena. | | Straits, &c | | |
| Homeward—20th Oct.—Indrani. | | Straits, &c | | |
| CY Y. Sadan Sana | | ∬apan | | |
| Shipping. | Sachsen | Straits, &c. | Feb. 7th | |
| | Saint_Irene | Victoria, B.C. | Dec. 9th | |
| Arrivals. | Shanghai | London | Nov. 16th | |
| KINTUCK, British steamer, 2,880, Warrall, 25th | Sibiria | Havre, &c | Nov. 19th | |

THE great value of Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites in Wasting Diseases is shown by the accompanying statement from D. C. Freeman, Sydney, Aust :- "Having been a great sufferer from pulmonary attacks and gradually wasting away. for the past two years, it affords me great 26th Oct.,-Bombay 7th Oct., and Singa- given me great relief, and cheerfully recommend it to all suffering in a similar way to myself L. Sommer, 26th Oct.,-London via Singa- to take." Any Chemist Man supply it. Sole pore 20th Oct., General.-Nippon Yusen Agents for Hongkong and the Empire of China Watkins & Co., Hongkong .- Adul.

Strathgyle San Diego, &c. ... Dec. 15th

Sungkiang Manila Oct. 30th

Tsinan Sydney, &c..... Oct. 31st

Yawata Maru ... Manila, &c. Oct. 27th-

Intimations.

YUSEN NIPPON KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION. SAILING DATES.

| rkojeoren aktiv. | to those nonconditions |
|-------------------------|---|
| STEAMERS. | DESTINATIONS. |
| HAKATA MARU | {KOBE and YOKOHAMA} |
| MIIKE MARU | KOBE and NOKOHAMA |
| YAWATA MARUca AE. Moşes | (MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE) |
| PURCOSHIMA MAKA | BOMBAY, VIA SINGAPORE and COLOMBO |
| KAWACHI MARUA | MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE. |

ANTWERP, VIA SINGAPORE PENANG, COLOMBO & PORT SAID VICTORIA, B.C. and SEATTLE, U.S.A., VIA KOBE & YOKOHAMA.. MARSEILLES, LONDON & ANT-WERP VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID...... J

TUESDAY, 31st October, THURSDAY, 16th Nov., FRIDAY, 17th Nov., at

TO-MORROW, 27th October,

To-MORROW, 27th October,

TO-MORROW, 27th October,

at Noon.

at 4 P.M.

at 4 P.M.

at Noon.

*Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

> A. S. MIHARA, Monager:

Hongkong, 26th October, 1899.

J. T. Thompson

M. J. Curnow

E. T. Cook

*IDZUMI MARU

BINGO MARU

"CLAYMORE."

FINE

SOLE AGENTS: --

VICTORIA DISPENSARY, HONGKONG.

1247a]

PHOTOGRAPHIC

PLATES, PAPERS, FILMS, CHEMICALS, KODAKS, CAMERAS,

Coast Port Orders Executed.

ACHEE & Co.. FURNITURE STORE, 17; QUEEN'S ROAD, HONGKONG.

Dr. OVERLACH'S

MIGRAININE

"LION BRAND"

(ANTIPYRINE--CAFFEINE-CITRATE.)

miggainine, as well as in headache arising

from alcoholic nicotine and morphia poisoning,

(2) The best antipyretic, even in threatened

collapse, because the caffeine of Migrainine

Use only Dr. OVERLACH'S MIGRAININE, "Lion & Brand," and always prescribe

The best medium dose for adults is 17 grains,

given once or twice daily in powder or in

Sole Manufacturers :---

FARHWERKE VORM, MEISTER LUCIUS

& BRUNING, HOECHST o. M.

Literature of the above Preparations supplied

acts simultaneously as an analeptic,

'MIGRAININE HOECHST!

(1) Excellent results in the severest cases of

Dr. KNORR'S

ANTIPYRINE

patented

"LION BRAND," In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.

FEVER, RHEUMATICAND NEURALGIC neurasthenia, influenza, grippe, etc. AFFECTIONS, NERVOUS AFFECTIONS.

(Registered Trade Mark.)

SOLUBLE CASEIN-SILVER PREPARATION. Used in Gonorrhoea in 1 to 2 per cent. solu-, tions possesses similar bactericida action to silver nitrate, but is distinguished by complete absence of irritating properties.

It is requested that the directions on the boxes for making solutions shall be implicitly "

gratis at request to medical men. CHINA EXPORT, IMPORT & BANK CO.,

Sole Agents for China. BEWARE OF SPURIOUS IMITATIONS!

UNTOUCHED BY HAND.

INFANTS

and INVALIDS.

Except

WITH

20% REDUCTION.

SILK PICTURES

DURING to DAYS.,

Commenced on from the 24th Oct,

No. 12, Beaconsfield Arcade,

Opposite the City Hall."

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND. MITSULBUSSAN KARSHA. CHEAP SALE

No. 6, Ice House Street, Praya Central. Head Office:-TOKIO. Branch Offices:-LONDON, NEW YORK, BOMBAY,

SINGAPORÉ, SHANGHAI, TIENTSIN, NEWCHWANG and all Ports in JAPAN: Agencies:-Miiki Coal Mines.

Kanada Coal Mines. . Hokoku Coal Mines. Yoshinotani Coal Mines. Ohnoura Coal Mines. 'No. 1, Ohtsuji Coal Mines. Ichimura Coal Mines. Kishima Coal Mines. Yoshio Coal Mines. Yamano Coal Mines. Manoura Coal Mines. The Osaka Shosen Kaisha, Ltd. Tokio Marine Insurance Co., Limited. Meiji Fire Insurance Co., Limited. Kanegaluchi-Cotton-Spinning Mills.

Shanghai Cotton Spinning Mills. Tokio Cotton Spinning Mills.
Milke Cotton Spinning Mills. Imperial Government Paper Mills. Onoda Cement Company. Mitsui Bussan Kaisha,

🤝 K. HASEGAWA, Manager.

& KOMOR, JAPANESE FINE ART CURIOS, 21 & 23, QUEEN'S ROAD, HONGKONG,

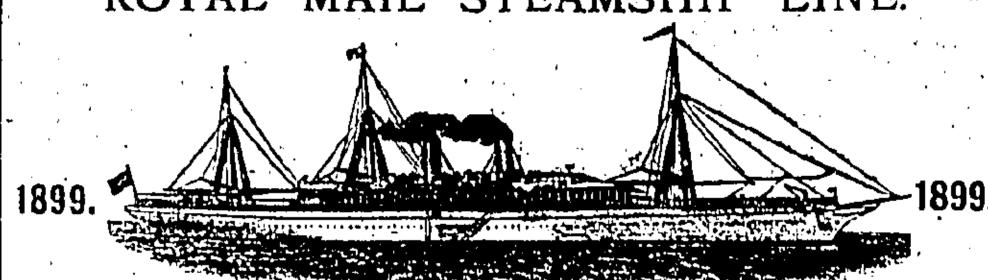
Hongkong, 24th October, 1899.

Hongkong, 15th March, 1898.

35. WATER STREET, YOKOHAMA. 36, Division Street, Kobe.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S



SAFETY.

PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships-6,000 Tons-10,000 Horse Power-Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA... Comdr. O. P. Marshall, R.N.R... WEDNESDAY, 22nd Nov., 1899. EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R....WEDNESDAY, 20th Dec., 1899.

THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which , passengers to Great Britain and the Continent are given choice of.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and

. The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS. through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

Hongkong, 25th October, 1899.

TOYO KISEN KAISHA.

OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG...

Kobe, Inland Sea, Yokohama & Hono-

(via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)

Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Hono-

1900, at Noon.

THE Steamship

United States, and Europe.

LAND SEA OF JAPAN, and call at HONO-LULU, and Passengers are allowed to break the terms and conditions of the Company's their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of 's the United States or Canada. Rates may be obtained on application.

EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, Union Pacific, DENVER and Rio GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \mathcal{L}_4 in addition to the regular tariff rate.

 Passengers holding orders for OVERLAND CITIES in the United States have between San-Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC. UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Eddways and from GALVESTON, AND SOUTH AMERICAN Chicago to destination the choice of direct

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European-A.S. Cargo can be taken on through officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities! of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports: in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Preussen | Wednesday | 10th Jan. Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be

United States should be sent to the Company's | Stuttgart | Wednesday | 21st March. Office in Sealed Envelopes, addressed to the König Albert | Wednesday | 4th April. Collector of Customs at San Francisco. For further information as to Passage and

Freight, apply to the Agency of the Company, Queen's Building. . J. S. VAN BUREN, Agent.

Hongkong, 19th October, 1899.

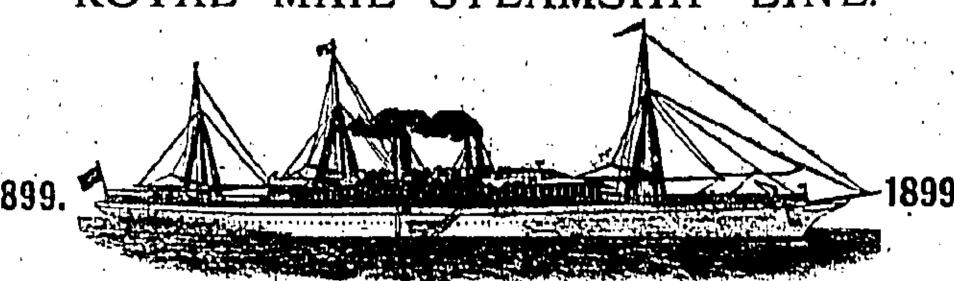
NOTICE.



AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

ROYAL MAIL STEAMSHIP LINE.



SPEED.

AND THE UNITED STATES.

EMPRESS OF CHINA...ComdY. R. Archibald, R.N.R....WEDNESDAY, 17th Jan., 1900.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM

Passengers Booked through to all principal points and AROUND THE WORLD, Japan Governments.

(second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY

D. E. BROWN, General Agent,

TO SAN FRANCISCO, VIA INLAND SEA

AMERICA MARU (via Shanghai, Nagasaki, (Tuesday, 14th Nov., at Noon.

HONGKONG MARU) Saturday, 9th Dec., at Noon.

Nippon Maru (via

Wednesday, 3rd Jan.,

"AMERICA MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND be transhipped at Colombo into a steamer SEA, YOKOHAMA and HONOLULU, on proceeding direct to Marseilles and London; TUESDAY, the 14th November, at Noon, other Cargo for London, &c., will be conveyed taking Freight and Passengers for Japan, the

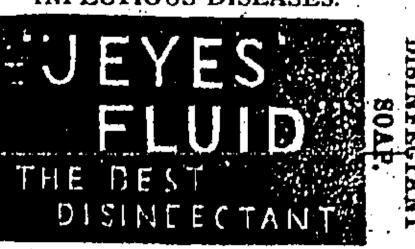
Steamers of this line pass through the IN- Value of all Packages are required.

Passengers holding through ORDERS TO

Particulars of the various routes can be dued. The Company's Steamers will, Call, at on application.

marked to address in full; value of same is Sachsen | Wednesday | 7th Feb. Consular Invoices to accompany Cargo des- Bayern..... | Wednesday | 7th March. tined to points beyond San Francisco in the

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.



Hongkong, oth March, 1897,

STEAM'FOR STRAITS, CEYLON, AUSTRALIA, INDIA ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.) THE Steamship

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMAPNY.

Pedder's Street. [3

" PARRAMATTA," Captain A. Symons, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 28th instant, at Noon, taking Passengers and Cargo for the above Ports. Silk and Valuables, all Cargo for France,

and Tea for London (under arrangement) will Parcels will be received at this Office until 4

.M. the day before sailing. The Contents and Shippers are particularly requested to note Bills of Lading.

For further Particulars apply to

Hongkong&16th October, 1899.

H. A. RITCHIE,

Superintendent.

NORDDEUTSCHER LLOYD. NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS:

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS,

SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

BILLS OF LADING FOR THE PRIN-CIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Bayern..... | Wednesday | 8th Nov. König Albert | Wednesday | 13th Dec. Prinz Heinrich ... | Wednesday | 27th Dec. Karlsruhe | Wednesday | 24th Jan.

Oldenburg | Wednesday | 21st Feb. Weimar | Wednesday | 18th April. Prinz Heinrich... | Wednesday | 2nd May. Preussen Wednesday 16th Mav. Hamburg | Wednesday | 30th May.

AN WEDNESDAY, the 8th day of Nov., .1899, at 9 A.M., the Company's Steam-"BAYERN," Captain E. Prehn, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping. Orders will be granted till Noon on MONDAY, the 6th November. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 7th November, and Parcels will Be received at the Agency's Office until NOON on Tuesday, the 7th November. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in

Measurement. The Steamer has splendid-Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board. i For further Particulars, apply to

Hongkong, 13th October, 1809 / 12934

MELCHERS & Co.,

Mails.

NORDDEUTSCHER LLOYD.

IN CONNECTION WITH

THE ATCHESON TOPEKA & SANTA

FE RAILROAD CO.

PROPOSED SAILINGS FROM

HONGKONG TO SAN DIEGO

Carmarthenshire: | 2,929 | about | Nov. 15

"CARMARTHENSHIRE,"

HONOLULU.

SOUTH AMERICA, &c.

THE Steamship

in the United States.

Passage, apply to

WEDNESDAY, the 15th November.

in full. Value of same is required.

Collector of Customs, San Diego.

Hongkong, 23rd October, 1899.

U.S. MAIL LINE.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

*Algoa (via Moji, Kobe,) Tuesday, 21st Nov.,

Nagasaki, Kobe, In- (Saturday, 16th Dec.,

(* Taking Cargo only.)

... "ALGOA,"

via MOJI, KOBE, YOKOHAMA & HONO-

LULU, on TUESDAY, the rist November, at

Steamers of this line pass through the IN-

LAND SEA OF JAPAN, and call at Honolulu,

and passengers are allowed to break their

Through Passage Tickets granted to England,

France and Germany by all trans-Atlantic lines

of Steamers, and to the principal cities of the

United States of Canada. Rates may be ob-

Passengers holding through ORDERS TO

EUROPE have the choice of Overland Rail

Routes from San Francisco, including the

SOUTHERN PACIFIC, CENTRAL PACI-

FIC, UNITED PACIFIC, DENVER and

RIO GRANDE, and NORTHERN PACIFIC

RAILWAY; also the CANADIAN PACIFIC

RAILWAY on payment of £4 in addition to

Passengers holding Orders FOR OVER-

LAND CITIES in the United States have,

between SAN FRANCISCO and CHICAGO,

the option of the SOUTHERN PACIFIC

CENTRAL PACIFIC, UNION PACIFIC,

DENVER and RIO GRANDE, and other

Particulars of the various routes can be had

Special rates (hist class only) are granted to

Company's and connecting Steamers.

address in full; value of same is required.

Collector of Customs at San Francisco.

J. S. VAN BUREN Agent

Queen's Building

Hongkong, 25th October, 1899

to destination the choice of direct lines.

at Noon.

at Noon.

Yokohama & Hono-

China (via Shanghai,)

land Sea, Yokohama (

THE Chartered Steamship

journey at any point en route.

tained on application.

the regular tariff rate.

on application and

and Honolulu)

BUTTERFIELD & SWIRE,

Agents.

(Freight Service.)

a Stewardess.

981]



HAMBURG-AMERIKA

(East Asiatic Service.)

(Taking Cargo at through rates to Antwerp, Amsterdam, Rotterdam, Inseon, Oporto, London, Liverpool, Glasgow, Trieste, Genoa, Ports in the Levante; Black SEA and BALTIC PORTS: NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG

SUBJECT TO ALTERATION.

STEAMERS. SUEVIA MARSEILLES, HAVRE & HAMBURG. (LONDON with transhipment in HAMBURG) \ November. HAVRE and HAMBURG. About 19th (LONDON with transhipment in HAMBURG) [November. BAMBERG HAVRE and HAMBURG. About 28th. (LONDON with transhipment in HAMBURG) [November. *KONIGSBERG... HAVRE and HAMBURG. Christiansen (LONDON with transhipment in HAMBURG) December. HAVRE and HAMBURG. About 24th Burmeister (LONDON with transhipment in HAMBURG) \ December.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and

For further particulars as to Freight, Passage, &c., apply to

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

> VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

VIA INLAND SEA OF JAPAN AND NORTHERN PACIFIC RAILWAY CO. Breconshire ... | 3,567 | G. E. Elliott | Oct. 28. Taking Cargo and Passengers to JAPAN PORTS, QueenAdelaide | 2,832 | F. McNair.. | Nov. 18. HONOLULU and SAN FRANCISCO, The UNITED STATES, MEXICO, CENTRAL and Saint Irene | 3,877 | W. Attree ... | Dec. 9.

> FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGA-TION COMPANY.

Abergeldie 3,777 | J. Murray ... | Nov. 11. Monmouthshire | 2,874 | W.A. Evans | Dec. 23. will be despatched for SAN DIEGO VIA Abergeldie | 3,777 | J. Murray ... | Jan. 27. SHANGHAI, NAGASAKI, KOBE, YOKO-HAMA and HONOLULU, on or about THE attention of Passengers is directed to

the very cheap rates offered by the Line,

Excellent accommodation. First-class Tables. Doctor and Stewardess carried. Cargo will be received on board until 5 P.M. HONGKONG TO NEW YORK £41. the day previous to sailing. Parcel packages will be received at the OFFICE until the same The Railroad travelling is second to none on time. All parcels should be marked to address the American Continent. Magnificent Scenery

HONGKONG TO TACOMA £28.

For futher information as to Freight or Rates or Passage to other Points on application, Special rates allowed to members of Government Services. Through Bills of Lading issued to Pacific Hongkong, China and Japan.

Points should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash, or Port-PACIFIC MAIL STEAMSHIP CO. land, Or. (whichever may be the destination of

> previous to sailing. For further information apply to

Hongkong, 19th October, 1899. OCCIDENTAL AND ORIENTAL

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,

AND EUROPE;

CENTRAL AND SOUTH AMERICA

will be despatched for SAN. FRANCISCO, ATLANTIC AND OTHER CONNECTING STEAMERS.

> and Honolulu). Gaelic (yia Shanghai,) Nagasaki, Kobe, In- (Thursday, 30th Nov., at Noon.

land Sea, Yokohama (at Noon.

THE Company's Steamship

will be despatched for SAN FRANCISCO, via SHANGHAT, NAGASAKI. KOBE. IN-LAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 4th November, at Noon. Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at Honolulu,

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and Missionaries, members of the Naval, Military, particulars of the various Routes may be ob-Diplomatic, and Civil Service, to European tained upon application.

Officers in the service of China and Japan, and Special rates (First-class only) are granted to Government officials and their families.

Through Bills of Lading issued for transport- Diplomatic and Civil Services, to European ation to Yokohama and other Japan Ports, to Officials in the service of China and Japan, and San Franscisco, to Atlantic and Inland Cities to Government officials and their families. of the United States, via Overland Railways, to Passengers who have paid full fare, re-em-Havana, Trinidad, and Demerara, and to ports barking at San Francisco for China or Japan in Mexico, Central and South America, by the (or vice versa) within one year, will be allowed

the day previous to sailing, Parcel Packages to Europe. will be received at the Office until 5 P.M. same All PARCEL PACKAGES should be marked to day; all Parcel Packages should be marked to address in full; and same-will be received at the Company's Office until Five PM the day

United States, should be sent to the Company's tined to Points beyond San Francisco, in the Office in Sealed Envelopes, addressed to the United States, should be sent to the Company's Offices, addressed to the Collector of Custons, San Francisco. For further information as to Passage and

. Passage. About 10th ? Freight and

CARLOWITZ & Co.,

STEAMSHIP COMPANIES.

PROPOSED SAILINGS FROM - HONGKONG. FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH

City of Dublin | 3,328 | J. R. Rae ... | Dec. 30. Strathgyle | 5,023 | about | 'Dec. 15

Carlisle City..... | 3,002 | about | Dec. 31

HONGKONG TO LONDON £47. Through Bills of Lading issued to any point

of the ROCKY and CASCADE MOUNTAINS. Consular Invoices, to accompany cargo des-The YELLOWSTONE NATIONAL PARK route. tined to Points beyond San Diego, should be Passengers to EUROPE may proceed by one of sent to the Company's Office, addressed to the the first class ATLANTIC MAIL LINES.

> Coast Points, and to Canadian and United 11330 States Points. Consular Invoices of Goods for United States

> > Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day

-- Dodwell & Co., Limited. General Agents.

STEAMSHIP COMPANY.

THE OVERLAND RAILWAYS.

VIA INLAND SEA OF JAPAN AND HONOLULU. PROPOSED SAHANGS FROM HONGKONG. Coffic (via Shanghai,) Nagasaki, Kobe, In- (Saturday, 4th Nov., land Sea, Yokohaina (at Noon.

land Sea, Yokohama (... and Honolulu). Doric (via Shanghai, Nagasaki, Kobe, In- [Saturday, 23rd Dec.,

and Honolulu).

"COPTIC,"

direct connecting Railways, and from Chicago and passengers, are allowed to break their journey at any point en route,

ompany's and connecting Steamers.

A discount of to per cent, This allowance does.

Freight will be received on board until 4 P.M. not apply to through fares for China and Japan

Consular Invoices to accompany Cargo des previous to sailing tined to Points beyond San Francisco, in the Consular Invoices to accompany Cargo des

For further information, as to Freight or Freight, apply to the Agency of the Company, Passage, apply to the Agency of the Company,

THE ACCIDENT ON THE 'HANSA."

We Singupore Free Press recorded yesterday that the German cruiser Hansa, started her journey to China yesterday morning and had to put back in consequence of an accident in the engine-room, by means of which two firemen were severely injured, a steampipe burst-

The cruiser came back to Port to send the two men to Hospital. She arrived back yesterday morning, being at the time the accident happened 'aly thirty miles out. We regret to say the the two men died while being brought net re. Their names were Paul Feiske and ' utto Jagow,

preverdict of "accidental death" returneds

A party of men from the vessel landed this morning and buried the two unfortunate men, with due honours.

The Hansa proceeded to Shanghai at eleven o'clock this morning, October 19th.

The Hansa is a 2nd class cruiser, built of steel, sheathed, at the Vulcan Yard, Stettin, in 1898. She is 345 ft. 7 in. in length, 57 ft. 10 in. broad with a draft of 2t ft. 8 in. Her coal capacity is 900 tons and her complement 447

The armament of the Hansa includes two 21 cm., eight 15 cm., there 8.8 cm., and ten 3.7 cm., all quickfiring guns, and four machine her build altogether modern.

The following is a list of her officers:-

Fregatten Kapitain Pohl; L. Off. Kapt Lieut. Schlieser; Kapt. Tieut. Philipp: ist Lieuts. Fremery, Count von Mounts, von Klitzing and Röhr: Lieuts, von Gagorn, Max. Schutz, -Hentschel, von Cilgenheimb, Becker, Pfeiffee and Zimmer; Surgeon Dr. Meyer.

BANGKOK LINERS.

The Scottish Oriental Steamship Company says the Rangkok Times, have resolved to immediately commence building two new boats for the Bangkok-Hongkong run. These steamers will both be slightly larger than the modern Chow Tai class. The East Indian Steamship Co., Ltd., have bought from the Straits Steamship Company their steamer Clio, a boat of 767 tons, net register. It is intended to put this steamer on the Bangkok-Singapore run where she will replace the Kelantan (Medusa). The latter vessel has been transferred to the Borneo line, and has undergone considerable alterations for that particular

STEEL SHIPBUILDING.

PROGRESS AT BANGKOK.

A steel lighter for the East Asiatic Company built by Messrs. Howarth Erskine, Ltd., has been launched at Bangkok. It is of the following dimensions :-- length 150 feet, beam 23 feet, deph 9 feet, and a cargo capacity of 300 tons. This is the second steam lighter turned out b the firm at Bangkok, where steel is rapidly taking the place of teak in shipbuilding.

THE "KHERSON."

The Russian Volunteer Fleet cruiser Kherson is due here in a few days en route for Port Arthur, says the Straits Times of the 16th. She has on board upwards of seventy military officers, including Major-General Alexieff and staff, together with two colonels of the line and several lieut-colonels. General Alexieff is to take up command of the newly-created military position at Port Arthur. A vast quantity of war material, weighing upwards of 3,000 tons, in addition to the officers and meh. is being brought out by the vessel.

RANGOON OUTRAGE CASE.

IMPLICATED MEN TO BE DISMISSED.

It has been decided that the men of the West Kent Regiment, who were implicated in the recent outrage on a Burmese woman at Rangoon, but whose guilt could not be brought home to them, shall be discharged from the army. This, apparently, is the only action the authorities can take.

TONQUIN TO NOUMEA.

It is stated that a New Zealand Shipping Co. intends starting a regular service of steamers between Noumea and Tonquin, with a subvention of f. 250,000, in view of the erection of a sanatorium in New Caledonia for the benefit of the troops and officials of French India-China, instead of incurring the expenses, which are very large, of sending them back to France.

LANGUAGE EXAMINATION.

SIX STRAITS CANDIDATES.

It having been decided that it would be conducive to the interests of the service in the Colony and the Federated Malay States to have the language examination of the cadets and officers studying on the bonus scheme held simultaneously in Taiping and Kuala Lumpur, the first of such examiners were Messrs. E. S. Hose, A. W. Just, and Datoh Sri Adika Rajah. Perak contributed five candidates, namely Messrs. J. C. Sugars, G.- J. Amery, R. Greentree, M. A. V. Allen, and F. R. Toft; while the Colonial contingent consisted of Captains de Hamel and Gardner, and Messrs. Peel, Green, Talma, and Hereford.

CEYLON FINANCES.

The Ceylon Budget, brought before the Legislative Council of that Colony on the 4th instant, shows a surplus of Rs. 2,294,000 in 1869. This year's revenue prospects are estisfacrory. The revenue for 1900 is estimated at Rs. 25,120,000 against an outlay of Rs. 28,837,000. The excess in expenditure, mainly on account of railway construction, will be met out of surplus balances. 🛫

COCKLES AND TYPHOID.

A serious outbreak of typhoid fever has occurred at Exeter, no fewer than 30 cases having been notified recently. For a time the authorities were haffled in their endeavours to trace the source of infection. The dwellings of patients were found in perfect sanitary con-dition, and the general surroundings threw no light on the problem. It has now been discovered, however, that all the persons included in a particular notification had attended a school treat at Exmouth, and had partaken of raw cockles gathered from the mudflats there, and Mrs. Brown?"." It's Professor Sparkes, George other investigations have yielded a similar rosult. It is alleged that the boys of Exmouth collect the cockles from the very mouth of the their baskets in the sewage stream itself.

RELEASE OF INVINCIBLES.

The ress Association's Dublin correspondent telegraphs--James Fitzharris, "Skin the Goat," and Lawrence Hanlon were released on Tuesday August 22nd, from Maryborough Jail. Fitzharris was a cabdriver, and on the occasion of the Phoenix Park murders in May, 1882, he stood by the scene and had in his cab three men armed and prepared to shoot any one who interfered to prevent the execution of their plans. He was convicted of being an accessory after the fact, and sentenced to penal servitude for life. Hanlon was also sentenced to penal servitude for life for attempting the murder of a man named Field, a jurymrn in a murder case.

A Maryborough telegram states that afterleaving the jail Fitzharris and Hanlon proceeded An inquest was held this morning and a by a quiet route to a point where the road passes beneath the railway. They then climbed on to the line and went to the station, leaving by the 9 11 train for Dublin. They were accompanied by two warders in plain clothes. Both looked in good health, but Fitzharris wore glasses. Their departure was witnessed by very few

THE FLOATING HOME FOR BARROW WORKMEN.

The steamship Alaska the old Atlantic greyhound, was recently opened as a floating home for the workmen engaged by Messrs. Vickers, Sons, and Maxim. She is lying in the docks guns. Her armour is 4 in. nickel steel, and at Barrow. About 100 men have already availed themselves of the accommodation provided, and there is room for about 300 or 400 more. The number is increasing every day, as the new home, which is a club in every sense, has already become very popular, and the men are enjoying all the conveniences of the fine saloon, the cosy smoking and reading rooms, the upper and lower promenade decks, music in the saloons after meals are over, and a good menu, the inclusive charge for food, washing, and mending of clothes being 14s, 158,, and 16s, a week, according to the cabin occupied.

THE CONVICT-CAPITAL OF DARTMOOR.

In an article on "The Convict-Capital of Dartmoor" in the September Chambers' Journal a few facts are given, which may be reproduced, about the well-known penal establishment. To-day there are in residence nearly nine hundred men, who are attended by between two and three hundred warders. Every man has, of course, a cell of his own. Books are allowed to any extent if approved by the chaplain, and some of the prisoners are omnivorous readers of history, travel, and fiction. Each man is shaved once a week by a prisoner known to be an ex-barber, "though for a razor he is only permitted to use a species of smalltoothed clipper." Three months before liberation, however, beards are allowed to be

The prison fare consists of three meals a day—a pint of tea and half a loaf of bread for breakfast; eleven ounces of roast beef or mutton for dinner, and half a loaf and a pint of scocoa for supper. For his dress the convict wears a dull yellow can of the "Scotch" order, upon which a brass letter is fastened, one letter for each period of servitude the wearer has endured. The thick rough jacket and trousers are of the same yellowish hue; but after a year or two the "good conduct" men are privileged to exchange these for garments of dark blue and a red collar. A favourite form of insubordination is to tear to pieces these yellow suits, the punishment for which is that the "tiger" appears in the quarry next day arrayed in board-like black canvas.

Convicts sometimes attempt to regain their most celebrated escape of the past—some say | cost and economy of such an institution the only one-dates from many years back, when a convict lived for three weeks in a peatcutter's cottage almost under the shadow of the prison walls. The grandmother who lived in the house was dangerously ill; but before the warders came to search the house she got up from her bed and gave it, together with her nightcap, to the convict, who most successfully sustained the rôle of an asthmatical old woman of ninety. When the excitement had subsided he quietly left the house at night in the peatcutter's clothes, and escaped to America. On Tuesday morning some of the convicts are usually seen on the platform of the South-Western station at Tavistock, clothed and bearded. They are on their way to Pentonville Prison, where they will be photographed; and then, with L2 in their pockets, will regain their

WRECK STATISTICS FOR 1898

The statistical summary of vessels totally lost, condemned, etc., just issued by Lloyd's" Register, shows that during last year the gross reduction in the effective Mercantile Marine of the world amounted to 1,141 vessels of 820,725 tons, excluding all vessels of less than 100 tons. Of this total loss, 322 vessels of 463,241 tons were steamers and 819 of 357,484 tons sailing vessels. As regards steamers, the present return exceeds the average of the preceding seven years by 56 vessel and 135,257 tons; as regards sailing vessels it is below the average by 31 vessels and 28,551 tons. The excess in the case of steamers follows on the great increase during recent years in the amount of steam tonnage affoat, and is partly attributable also to the amount of tonnage broken up, condemned, etc. Apart from cases which come within this latter category, the United Kingdom steam tonnage lost during 1898 exceeded the average of the preceding seven years by about 25,000 tons, while the tonnage owned has increased since 1891 by nearly 2,500,000 tons. The summary exhibits interesting data as to the relative frequency of the different kinds of casualty, etc., concluding the existence of vessels. Strandings and kindred casualties, which are comprised under the term "wrecked," remain the most prolific cause of disaster, 42 per cent. of the losses of steamers and 47 per cent of the losses of sailing vessels in 1898 being attributable to such casualties. Great as the absolute loss of vessels belonging to the United Kingdom appeared to be in 1898, it formed but a small percentage of the Mercantile Marine of the country, and compared favourably with the losses sustained by other leading maritime countries. The Merchant Navy of the United Kingdom showed the smallest percentage of loss, viz., 2.4 per cent. of the vessels owned, the Colonies following with 3.95 per cent, and Norway being the highest with 7.36 per cent. As regards steamers, while the percentage for the United Kingdom stands at 2.05, the average of the percentage of loss for the Colonies, United States, France, Germany, and Norway was 2.58. For sailing vessels the United Kingdom shows an average percentage of 3.45, compared with 7.14 for the other five countries.

. "Who is it holding forth to your husband raves about him. Says his conversation is an intellectual treat. Go and ask to be introduced." ! Thanks but I hardly feel equal to an insewage, and some boys have been seen washing tellectual conversation this afternoon. I think I'll stop where I am if you don't mind."

TELEGRAMS.

The following are from the Rangoon Times, of October 10th:-

SIMLA, October 9th.

The Plague.

The following is the plague summary for the week ending 7th October:-Reported deaths in all India were 6,727, or over 1,000 above the total of the previous week. In Bombay city the reported deaths increased from 82 to 105) and in the presidency from 5,178 to 5,750 There were seven deaths at Karachi. Plague increased in Satara, Belgaum, Dharwar and Bijapur states but improved in Kolhapur and Ahmednagar districts. The reported deaths fell in Calcutta from 57 to 47. An outbreak was reported in the Saran district. Deaths rose in Nagpur city district from 35 to 51 Some cases of plague occurred in a village in the Hoshiarput district. The Mysore state remained stationary; but a marked increase took place in the Hyderabad state where four dis tricts are affected.

England Congratulates India.

SIMLA, October 9th. Lord Lansdowne has formally intimated through the Secretary of State for India the in India. It may be remarked that the prompt way in which the Indian contingent has been of the mobilisation scheme which is in force in | Lines. India, and that, had more ample dock accommodation and shipping been available, the troops would probably have been moved several days earlier. The Government of India may at all events, be congratulated at not only having its army equipment in excellent readi ness but also upon having practically saved the situation as it at present stands in South

The Viceroy's Tour.

The dates and arrangements for Lord Gurzon's coming tour are still unsettled.

The Simla Fancy Fair.

Lady Curzon accompanied by Lord Luffolk A.D.C. and the Misses Leiter formally opened the fancy fair in aid of the new, European hospital this morning.

Further arrivals of Indian Troops in Africa.

BOMBAY, October 10th. Transports Palitana and Sirsa with the Gordon Highlanders; the Nurani with a company of the 60th and a company of the Glosters; and the Wardha with a squadron of the 9th Lancers have arrived at Durban. The Wardha is ordered to Capetown.

Return of Indian Transports. The Sullei left for India via Mauritius, the

City of London for Bombay, the Purnea and Pandua for Galle. The Indian bound ships have been detained by bad weather. Coal is exhausted in Durban and the natives have deserted the mines. The ships from India fortunaticly took sufficient coal to enable them to return without coaling at Natal.

An Indian Railway Clearing

SIMLA, October 10th, The railway recent conference has decided with reference to establishing a clearing house or houses in India that a special officer shall visit the-principal-lines, investigate matters freedom, but are hardly ever successful. The | and report to the next conference the probable

Concessions to Pilgrims.

--With-regard-to-the-concession-of-third-class fares for a double journey to pilgrims and pleasure parties travelling long distances by mail it was decided that while the principle of granting concessions in fares to pilgrims for long traffic to important melas is sound in both local and through bookings, no general rate can be laid down, but each case must be. on its own merits.

Untimations.

LET'EM ALL COME.

VEE CHUN'S CTUDIO

it No. 50, Queen's Road Central, where PHOTOGRAPHS and PORTRAITS on VORY are executed at Moderate Prices. Hongkong, 2nd May, 1899.

MEE CHEUNG, PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN Ice-House Road.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS

a speciality. Hongkong, 22nd September 1898.

DENTISTRY. SUL SANG, (Lately Practising with Dr. I. SAKATA),

DENTIST. No. 4, Queen's Road Central. Hongkong, 8th March, 1899.

GRIMAULT'S SYRUP PITTE I S. ITMITTIMENTEM ACTION HALA-LHAZLHILE OI PIWE

FOR DISEASES OF THE CHEST. .

All suffering from Catarrh, Consumption, Obstinate Coughs or Golds and these affected with discuses of the Chost, Lungs and Bronchial Tubes, should take

GRIMAULT'S SYREE OF HYPO-PHOSPHITE OF LIME

Prescribed by the leading medical authorities in all countries for the fast twentyfive years with the greatest success, it continues to retain its regulation where all other medecines have failed. Grimault's Syrup inuncilately arrests

weats, and the Appetite improves rapldly-a fact soon demonstrated by an Increase of weight and healthy appearance. Grimault's Syrup has a rose colour, and is sold in fiat oval bottles. Bewere

of Imitations. GRIMAULT & Co., Paris, Seil by all Chemists

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

HE Company's Steamship Captain Roach, will be despatched for the above Ports, TO-MORROW, the 27th instant,

at Daylight. For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers. Hongkong, 26th October, 1899.

NIPPON YUSEN KAISHA, (JAPAN MAIL STEAMSHIP CO.) FOR MANILA. THE Company's Steamship

"YAWATA MARU," (3,800 Tons Gross, Captain A. E. Moses) will be despatched for the above Port, TO-MORROW,

the 27th instant, at 4 P.M. This new Mail Steamer is specially constructed for service in the Tropics and is warm congratulations of Her Majesty's Go- provided with Superior Accommodation and vernment at the admirable manner in which with all modern fittings and improvement for the recent embarkation of troops for South | the safety and comfort of Passengers. Electric Africa have been arranged by the authorities | Light and Refrigerator, Doctor and Stewardess

'Return Tickets issued by this Company are despatced is practically due to the perfection available for return by steamers of the other For Freight or Passage, apply to

. S. MIHARA, Manager. Hongkong, 21st October, 1899. THE CHINA AND MAN'ILA STEAM-

SHIP COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

" DIAMANTE." Captain Tayler, will be despatched for the above port, TO-MORROW, the 27th instant,

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric For Freight or Passage, apply to --

SHEWAN, TOMES & Co., General Managers. Hongkong, 2grd October, 1899.

WEST RIVER SERVICE. THE New River Steamers

"SAMSHUL" & "WUCHOW," will be despatched alternately from Messrs. DOUGLAS LAPRAIN & CO.'S WHARF, at 5 P.M., MONDAYS, WEDNESDAYS and FRIDAYS for WUCHOW, calling at KONG-MOON, KAMCHUCK, SAMSHUI, SHIUHING and

Takhing. Both Vessels have Superior Accommodation for Saloon Passengers. Fares, including Sleeping Berth and Meals. HONGKONG to SAMSHUL

Single Fare......\$10.00 Return Fare 17.50 Hongkong to Wuchow. -Single Fare......\$20,00 Return Fare 35,00 . The Attention of Passengers is drawn to the

Magnificient Scenery on the West River. Arrangements can be made for the Steamers to stop at SHUI HING to enable Passengers to visit the celebrated "MARBLE ROCKS" and For further Information, apply to

BUTTERFIED & SWIRE, Hongkong, 16th October, 1899.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY. THE Company's Steamship

"SUNGKIANG," Captain Moore, will be despatched as above on MONDAY, the 30th instant. The attention of Passengers is directed to the Superior Accommodation offered by this

The Vessel is fitted throughout with Electric For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, 25th October, 1899. OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

"ORESTES,' Captain Pulford, will be despatched on TUESDAY, the 31st October. For Freight, apply to
BUTTERFIELD & SWIRE,

Agents. Hongkong, 25th September, 1899. [12210 CHINA NAVIGATION COMPANY, LIMITED. FOR TIENTSIN.

THE Company's Steamship "KWEIYANG." Captain Outerbridge, will be despatched as above on SATURDAY, the 4th November. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, 25th October, 1899. OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship "HECTOR." Captain Barr, will be despatched as above on TUESDAY, the 14th November.

For Freight, apply to
BUTTERFIELD & SWIRE, Agents, Hongkong, 9th October, 1899.

SHEWAN TOMES & CO'S: "NEW YORK" LINE. FOR NEW YORK, YIA SUEZ CANAL. THE Steamship

Captain Conradi, will be despached for the above Port, on WEDNESDAY, the 15th November, in the Afternoon. For Freight or Passage, apply to

SHEWÄN, TOMES & Co. amenda in the metaph of the Agents, and Hongkong, 23rd October, 1899. ___[1338a OCEAN STEAMSHIP COMPANY.

the Cough, Spitting of blood and Nights - FOR LONDON VIX SUEZ CANAL THE Company's Steamship

"MACHAON," Captain Hamah, will be despatched as above on TUESDAY, the 28th November. For Freight, apply to BUTTERFIELD, & SWIRE,

Hongkong, sard October, 1899.

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE. THE Company's Steamship

→" CHANGSHA," Captain. Moore, will be despatched as above

TO-MORROW, the 27th instant. The attention of Passengers is directed to the Superior Accommodation offered by thi Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Passage, apply to

BUTTERFIELD & SWIRE, Hongkong, 24th October, 1800, 7 FOR KOBE (DIRECT). THE Steamship

"DOYO MARU." Captain Wakishima, will be despatched as above on SATURDAY, the 28th instant. For Freight, apply to DODWELL & CO., LIMITED,

Hongkong, 24th October, 1899. THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUL THE Company's Steamship

"MAIDZURU MARU," Captain T. Quata, will be despatched for the above norts, on SUNDAY, the 29th instant, at

Daylight For Freight or Passage, apply to MITSUI BUSSAN KAISHA,

Hongkong, 23rd October, 1899. THE CHINA MUTUAL STEAM NAVIGA TION COMPANY, LIMITED.

FOR MARSEILLES AND LONDON VIA STRAITS. (Taking Cargo at through Rates for LIVERPOOL GLASGOW, CONTINENTAL PORTS, RIVER Plate, &c.)

"OANFA. . A. Davies, Commander, will be despatched

THE Company's Steamship

as above on MONDAY, the 30th instant. For Freight, &c., apply to HOLLIDAY, WISE & CO.,

CHINA NAVIGATION COMPANY, LIMITED. FOR MANILA.

Hongkong, 11th October, 1899.

THE Company's Steamship Captain Anderson, will be despatched as above on TUESDAY, the 31st instant, at Noon. The attention of Passengers is directed to the Superior Accommodation offered by this

Steamer. First Class Saloon is situated forward of the Engines. A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Agents. Hongkong, 24th October, 1899. _CHINA NAVIGATION COMPANY,

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE. THE Company's Steamship

Captain--Anderson, - will be despatched on TUESDAY, the 31st instant, at Noon. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Hongkong, 24th October, 1899.

SAILING VESSEL. FOR PHILADELPHIA AND NEW YORK.

THE 3/3 A.I.I. American Ship "ST. MARK." Dudley, Master, shortly expected from MANILA will load here for the above Ports and will have

quick despatch. For Freight, apply to-ARNHOLD, KARBERG & CO. Hongkong, 20th September, 1899.

To be Net.

OFFICES TO LET. NO. 2A, ICE HOUSE STREET. Immediate Possession. Apply to

--- **W. DANBY**, Civil Engineer & Architect. Hongkong, 7th October, 1899.

OFFICE ROOMS on 1st floor of No. 4, Queen's Road, Central, (lately the IM-PERIAL BANK OF CHINA).

E. C. HOCHAPFEL. Hongkong, 23rd March, 1899. TO LET.

CEMI-DETACHED VILLA RESIDEN-

CES on Howen Road (now in course of

erection.) GROUND FLOOR, 52, PEEL STREET. OFFICES:-ist floor, No. 10, PRAYA CENTRAL (Lately occupied by 1. Messrs. MELCHERS & Co.) "HARFORD," MAGAZINE GAP.

THE HONGKONG LAND INVEST-MENT & AGENCY CO., LD. Hongkong, 26th October, 1899

NOTICE

NIOT RESPONSIBLE FOR DEBTS. Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours :-

REUCE, American ship, D. Whitmore-Stan-

dard Oil Co.

NOTICE TO CONSIGNEES,

Considirees.

THE P. & O. S. N. Co.'s Steamship

" MALACCA," FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:-From London, ex S.S. Isis.

Front Madras, ex S.S. Loodiana. Optional goods will be landed here unless instructions are given to the contrary before 11. A.M. TO-MORROW. Goods not cleared by the 27th instant, at-4

P.M. will be subject to rent. No Fire Insurance will be effected by me in any case whatever. All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which

H. A. RITCHIE, Hongkong, 20th October, 1899.

no Claims will be recongnised.

NOTICE TO CONSIGNEES. FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark

Goods are landed. Goods not cleared by the 19th instant, at.

No Fire Insurance will be effected by me in any case whatever. All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten

Superintendent

Intimations.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MER-CHANTS, NAVAL. CONTRACTORS

AGENTS. PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

LT ARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND DAIMLER'S PATENT MOTOR LAUNCHES,

WHISKY, &c. EVERY KIND OF SHIP'S STORES AND REQUISITES

GENERAL CATALOGUE

BUYERS' GUIDE ISSUED SEMI-ANNUALLY BY

THE GREAT MAIL ORDER HOUSE.

Montgomery Ward & Co.,

USED FOR OVER 20 YEARS. With the Ulmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness. Sole Agents for China,

CHS. J. GAUPP & CO. CHRONOMETER, WATCH, and CLOCK

CHARTS and BOOKS. NAUTICAL INSTRUMENTS, Sole Agents for Louis Audemars Watches awarded the highest Prizes at every Exhibition; and for Voigniander and Sohn's CELEBRATED OPERA GLASSES, 111 MARINE GLASSES and SPYGLASSES.

NIGHT SCHOOL for EUROPEANS, by and Ex-Schoolmaster. Terms moderate, for Particulars apply coxhir omer:

> SIEN TING. SURGEON DENTIST,

No. 10, D'AGUILAR STREET. TERMS VERY MODERATE Consultation from

THE P. & O. S. N. Co.'s Steamship

and delivery can be obtained as soon as the

4 P.M., will be subject to rent.

days after the Vessel's arrival here, after which no Claims will be recognised. H. A. RITCHIE, Hongkong, 23rd October, 1899.

AND GENERAL COMMISSION

SOLE AGENTS FOR BRAND, HARTMANN'S GREY PAINT,

Sole Agents for FERGUSON'S SPECIAL CREAM P. & O. SPECIAL LIQUER SCOTCH

ALWAYS IN STOCK REASONABLE PRICES. Hongkong, 14th May, 1896.

CONTRACTOR CONTRACTOR

MONTGOMERY WARD & CO. Chicago, U.S.A.

IS THE MOST COMPLETE IN THE WORLD It has more than tifed illustrations, about 40,000 quotations of prices, weighs 314 pounds, and contains ever still pages. Everything you wear or use is listed in it; and the prices quoted place you in a position to buy from us, in large or small quantities, at wholesald prices. We do not relit this General Catalogue and Buyers Guide; we give it away. To introduce to you our impounds facilities we will send free of the resident our "Bures" to you or any other foreign resident our "Buyleve" Guide," and our "Hund Rook for
Foreign Huyers," which gives all information necessary to put you in touch with our
nicineds. Bond us your address and we'll do
the rest.

111 to 120 Michigan Ave., Chicago, U. S. A. ARBOLINEUM-AVENARIUS

LUTGENS, EINSTMANN & Co. Hongkong, 11th September, 1896.

MAKERS LEWELLERS, SILVER SMITH'S, and OPICIANS.

Nos. 54 & 56, Queen's Road Central. [40 NOTICE.

Hongkong, 18th August, 1899. [10482

Hongkong, syth September, 1808

Intimation.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum. PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DES-CRIPTION IN STOCK. INCLUDING:-

DATTERIES,

CHEMICALS,

IGHTNING CONDUCTORS,

TNSULATORS,

C WITCHES,

Teléphones,

WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:---13, PRAYA CENTRAL.

For full particulars &c., &c., Apply, to

 W. STUART HARRISON, Manager.

[135

Hongkong, 18th January, 1898.

The Share Market.

LATEST QUOTATIONS. (October 20th.)

Banks. Hongkong and Shanghai Banking Corporation -324 per cent. prem. The Bank of China & Japan, Ld.—(Preference)

The Bank of China & Japan, Ld.—(Ordinary) The Bank of China & Japan, Ld .-- (Deferred)--

National Bank of China, Ld.-\$28.

Marine Insurances. Union Insurance Society of Canton, Ld.-\$242 China Traders' Insurance Co., Limited-\$59. North China Insurance Co., Ld.—Tls. 200. Yangtsze Insurance Assoc. Ld.—\$121. Canton Insurance Office, Ld.—\$135 buyers. Straits Insurance Co., Ld.--\$5.

Fire Insurances. Hongkong Fire Ins. Co., Ld.—\$330. China Fire Ins. Co., Ld.-\$86. Shipping.

Hongkong, Canton, & Macao Steamboat Co., Indo-China Steam Navigation Company, Ld.

China and Manila S.S. Co., Ld.—\$90. Dauglas Steamship Co., Ld. -- \$471. China Mutual S. N. Co., Ld.—(Preference)—

£0.10 buyers. China Mutual S. N. Co., Ld.—(Ordinary)— £5.10 buyers. China Mutual S. N. Co., Ld,--(Ordinary)--£3

Star Forry Co., Ld. - \$191. Refineries.

China Sugar Refining Co., Ld.-\$135. Luson Bugar Refining Co., Ld. -\$48. Mining... Punjom-Mining Co., Ld. - 592

Preference Shares—\$1.80/ Société Française des Charbonnages du Ton-

Queen Mines, Limited \$0.471.

Jelehn Mining and Trading Co., Ld. \$14.80.

Rauh A'llan Gold Mining Co., Ld. \$64. Olivers Freehold Mines, Ld.—(A) 511.
Olivers Freehold Mines, Ld.—(B) 56, 10.
Great Eastern and Caledonian Gold Mining

Ca., Ld.—\$1.80. Docks, Wharves, and Godowns. Hongkony & Whampon Dock Com Ld, +515. Hengkong and Kowloon Whatf and Godown;

Company, Limited \$50. Wanchai Watchouse and Storage Co. Ld +\$45

New Amoy Dock Co., Ld .- \$184 Lands, Hotels and Buildings. China Provident Loan and Mortgage Co., Ld. -50.50 buyers. Hongkong Land Investment and Agency Co.

Rowlook Land and Building Con Lands & West Point Building Co., Ld.-530. Hongkong Hotel Co., Ld.-\$120. Humphrey's Estate and Finance Con Ld .--

Miscellaneous. Grant Island Cement Co., Ld.—\$28}, China-Borneo Co., Limited-101 buyers. A. S. Watson & Co., Limited-\$16.75. Hongkong Blectric Co., Limited-\$12.

Mongkong Rope Manufacturing Con Law \$1894

Hongkung and China Gas Co., Ld. \$130.

Geo. Fenwick & Co., Ld.-\$421. Hongkong ice Co., Ld.-\$125. Hongkong High-Level Tramways Co., Ld.-

Dairy Farm Co., Limited-\$6. Hongkong & China Bakery Co., Ld.-\$25. Campbell, Moore & Co., Ld.—\$15 buyers. Bell's Asbestos Eastern Agency, Limited-LI

Bells Asbestos Eastern Agency, Ld.—55. Carmichael & Co., Limited.—58.

Hongkong Cotton Spinning, Weaving and Dyeing Co., Ld.-\$60. Ewo Cotton Spinning & W. Co., Ld.—Tis. 66, International Cotton M'fg. Co., Ld.—Tis. 75. Laou-kung-mow Cotton Spinning & Weaving Co., Ld.-Tis. 771:

Soy Chee Cotton Spinning Co., Ld.—Tls. 350. Yahloong Cotton Spinning Co., Ld.—Tls. 55. Tebrau Planting Co., Ld.-\$4 per share. Tebrau Planting Co., Ld.—\$5. Benjamin, Kelly & Potts (Share Brokers.)

Telegraph Address-"Rialto."

EXCHANGE.

Hongkong, 26th October. On LONDON, Telegraphic Transfer 1/10 Bank Bills, on demand 1/10 15/16 Credits, 4 months' sight I/II D'ments, 4 months' sight 1/11 ON PARIS. Bank Bills, on demand2.41 Credits, 4 months' sight 2.47 ON NEW YORK, Bank Bills, on demand ...46] Credits, 30 days' sight47 ON BOMBAY, Telegraphic Transfer 141 On demand142 ON SHANGHAI, Telegraphic Transfer71 Private, 30 days' sight72 ON YOKOHAMA, T.T.6} per cent. prem. Sovereigns, Bank's Buying Rate\$10.43 Gold Leaf 100 touch, per tael54.50 Dollars prem.

OPIUM QUOTATIONS.

Hongkong, 26th October. --- New Patna930 per chest. New Benaresgto Old Malwa.....875 Persian, paper tied800

VISITORS AT THE HONGKONG

HOTEL. Mrs. McCrackin and Mr. J. H. Aitken Mrs. John Angus Mr. T. M. Arnott Mr. T. S. Meser Mr. E. O. Murphy Dr. C. Bach Capt. and Mrs. Myhre Mr. W. S. Bailey Mr. K. Nakabayashi Mr. B. J. Barlow Mr. J. F. M. Bartlett Mr. A. C. Van Nierop Mr. J. J. O'Neill Mr. W. M. Black Mr. and Mrs. A. H. Mr. M. Pando

Mr. W. Parfitt Bottenheim Mr. J. W. Brown Mr. J. C. Perry Mr. G. Brusse Mr. and Mrs. Post Mr. T. F. Burgdorff Mr. A. M. Poundney Mr. A. B. Carter Mr. Reeves Miss J. M. Cawley Mr. F. Reibero Dr. and Mrs. F. Clark Mr. A. Reid Mr. W. Dennis Mr. and Mrs. C. E. Mr. P. C. Denroche Richardson

Mr. H. Dunbar Miss Richardson Mr. D. Earnshaw Mr. G. E. Richardson Mr. and Mrs. F. H. Mr. S. J. Robins Eldridge Mr. B. Roth Mr. H. Simmins Mr. W. Fuckel Mr. & Mrs. K. Gibson, Mr. A. Spagnolo Mr. M. Steger Capt. Goddard

Major and Mrs. Griffin Mr. B. Taylor Capt. P. Hall Mrs. C. Thomas Mrs. H. H. Todd and Mr. R. J. Hall Mr. G. Havers Mr. H. S. Vaughan Mr. H. Hellier Major and Mrs. Higgs Capt. R. Unsworth Mr. R. Waldow. Mr. T. Howard Mr. Magdon Ismail Mr. B. T. Walling Mr. and Mrs. A. W. Mrs. Jackson

Major and Mrs. Jeffreys Whitlow Mr. and Mrs. Bagnall Mr. and Mrs. Joseph Mr. E. A. Katsch Mrs. J. Williamson Mr. Kinghorn Mr. J. W. Withington Mr. J. Kirkwood Mr. E. D. C. Wolfe Mr. Z. Kobayashi Mr. E. A. Leggatt Mr. and Mrs. J. Mr. L. A. Levy Worfield Mr. G. A. March Mr. W. J. Wright

Mr. E. J. Young Mr. J. M. de Zuniga Mr. J. Y. Mayston

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. Martinie

W. E. Home

Major G. R. St. John

Mr. H. F. R. Bravne Capt. F. Koford Mr. P. Bure Mr. J. Lamke Capt. van Corbach Mr. J. E. Lee Mr. G. H. Dann Mr. C. W. Longuet Mr. and Mrs. W. H. T. Mrs. C. W. Longuet Mr. R.; Mitchell Davis and child Mr. K. W. Nordman Mr. A. L. Denison Mr. P. Dow J. Von Oertzen Colonel H. Elsdale Lt.-Col. The O'Gorman Col. G. J. H. Evatt Dr. Marx Peters. Mr. J. S. Ezekiel Hon. H. E. Pollock Mr. R. M. Ezekiel Capt. H. V. Prynne Comdr. R. M. Rumsey Mr. A. Forbes Mr. E. Sharp Lt. Col. A. R. Fraser Mr. H. H. Gompertz Mr. A. Sinclair Colonel E. H. Gorges Mr. A. Findlay Smith Staff-Surgeon and Mrs. Mr. A. G. Stokes

Mr. H. B. Kendrick Mr. G. H. Wheeler CRACIEBURN.

Mr. A. P. Stokes

Mr. O. D. Thomson

Lieut. H. C. Burrows Mrs. Simmonds Rev. F. Flynn, R.N. . The Government Civil Hon. and Mrs. R. D. Hospital Sisters Ormsby Miss Yorke Triscott Miss Ormshy Consul Volpicelli Capt, C. B. Simonds, Madame Volpicelli Capt, A. M. Whitton

VESSELS IN PORT

Steamers. ANAPA, British steamer, 2,251, G. Williamson, 23rd Oct.,-New Port 9th Sept., Coals,-

CHANGSHA, British steamer, 1,463, T. Moore, 23rd Oct.,-Sydney 22nd September, Port Darwin 6th Oct., and Manila 21st, General. -Butterfield & Swire.

CULGOA, American transport, 1,140, Comdr. J. October.

Curtis, 25th Sept., Bangkok 15th Oct., Koh-si-chang 16th, and Swatow 24th, General.—Vien-Fat Hong.—— DIAMANTE, British steamer, 1,254, G. A

Tayler, 23rd Oct.,-Manila 20th October, General. Shewan, Tomes & Co. Dovo MARU, Japanese steamer, 1,321, K. Wokihama, 21st Oct.,-Kurun 18th Oct., Coal.—Order.

EQUATORIA, Belgian str., 1,236, W. Williams, 22nd Oct.,-Swatow 21st Oct., Ballast. Lauis, Wegener & Co. RSMERALDA, British steamer, 966, A. R. W. Cobban, 17th Oct. - Manila 14th Oct. Arthur, 24th Oct, -Melbourne 19th Sept, Bay 3rd Oct., Cleveland Bay 5th, Cairns 6th, Cooktown 7th, Thursday Island 10th. Livingston & Co.

HAITAN, British steamer, 1,183, J. S. Roach, Iphigenia, and class cruiser, 3,600 tons, 8 25th Oct.,-Foochow 22nd Oct., Amoy 23rd, and Swatow 24th, General.-Douglas, Lapraik & Co.

HERMES, Norwegian steamer, 849, J. C Jenson, 25th Oct.,-Canton 24th Oct., General.-C. E. & M. Co. HOIHAO, French steamer, 509, J. C. Gerard, 25th Oct.,-Pakhoi and Hoihow 24th Oct.,

General.—A. R. Marty. HOLSTEIN, German steamer, 985, M. Ipland, 23rd Oct.,-Saigon 18th Oct., Rice.lebsen & Co. Hongkong, French steamer, 847, Bastian,

Oct., General.-A. R. Marty. MACHEW, British steamer, 995, J. E. Farrell, Butterfield & Swire.

21st Oct.,-Sandakan 15th Oct., Timber. -Jardine, Matheson & Co. MENMUIR, British steamer, 1,980, S. J. George, 25th Oct.,—Samarang 14th Oct., General,

-Gibb, Livingston & Co. MHKE MARU, Japanese steamer, 2,060, S. Kawamuro, 24th Oct., -Singapore 17th Victorious, British battleship, 14,900 tons, 32 Oct., General.-Nippon Yusen Kaisha. MONGKUT, British steamer, 859, N. G. Majer,

Yuen Fat Hong. PETRARCH, German steamer, 1,252, Necker, 8th Oct.,-Samarang 22nd Sept., and Labuan 30th, General.-Lauts, Wegener

PHRA CHOM KLAO, British steamer, 1,011, J Fowler, 19th Oct.,—Bangkok 10th Oct. and Koh-si-chang 12th, Rice and General, -- Yuen Fat Hong.

ROHILLA, British steamer, 2,216, S. de B. Lockyer, R.N.R., 25th Oct.,-Yokohama 18th Oct., General,—P. & O. S. N. Co. SABINE RICKMERS, British steamer, 690, J. R Nasbet, R.N.R., 18th Oct.,-Shanghai 15th Oct., Ballast. Arnhold, Karberg & Co. SAINT JEROME, British steamer, 1,845, P. T. Reid, 21st Oct., -Muroran 11th Oct., Coal,

-Hughes & Hough. SALVADORA, American steamer, 687, Goitisolo 24th Oct.,-Manila 21st Oct., General.-Brandao & Co. SANDAKAN, German steamer, 1,374, E. Muhle,

12th Oct.,-Sandakan 5th Oct., Timber.-Melchers & Co. SUNGKIANG, British steamer, 1,021, S. W. General.—Butterfield & Swire.

SYDNEY, French steamer, 4,232, Aubert, 13th Oct.,-Marseilles 3rd Sept., and Saigon 5th Oct., Mails and General .-- Messageries Maritimes. TATEGAMI MARU, Japanese steamer, 1,668, M.

Tornæ, 23rd Oct.,--Moji 18th Oct., Coal, -lefferies. TERRIER, Norwegian steamer, 1,008, G. Kampford, 14th Oct., -Singapore 5th October,

Timber.—Order. TRIGONIA, British steamer, 1,069, F. G. M. Phillips, 23rd Oct.,—Shanghai 19th Oct., Ballast.—Arnhold, Karberg & Co. TRIUMPH, German steamer, 675, A. Rieke, 25th Oct.,-Swatow 24th Oct., General.-

Jebsen & Co.

YAWATA MARU, Japanese steamer, 2,367, A. E. Moses, 24th Oct.,-Nagasaki 20th Oct., General,-Nippon Yusen Kaisha. YUENSANG, British steamer, 1,128, P. H. Rolfe, R.N.R., 18th Oct., -Manila 13th Oct., and Amoy 17th, Hemp and Tobacco.-Jardine,

Matheson & Co. Sailing Vessels.

ADOLPH OBRIG, American bark, 1,302, Arms. bury, 17th Oct.,-New York 5th May, Case Oil.—Standard Oil Co. ETHA RICKMERS, German ship, 1,754, Joh.

Beneke, 22nd Sept.,-Cardiff. 13th May, Coal.—Arnhold, Karberg & Co. GILO, German bark, 1,324, Hemmer, 8th Oct. -New York 26th May, Kerosine Oil .-

Standard Oil Co. JOSEPHUS, American ship, 1,547, P. Gilkey, 30th Aug., -- New York 25th April, Case Oil.—Standard Oil Co.

LOTHAIR, Italian bark, 759, C. Lewanger, 1st Oct.,-Callao Peru 21st July, Iron.-

MANUEL LLAGUNO, American ship, 1,649, C. V. Small, 7th Oct.,-Shanghai 3rd October, Ballast.—Siemssen & Co. MAY FLINT, American ship, 3,576, R. Banfield, 20th Sept. - Now York 24th April, Case

Oil.—Standard Oil Co. MARY L. CUSHING, American bark, 1,540, 1st Oct.,-New York 16th May, Case Oil. -Order.

RETRIEVER, British schooner, 96, Parker, 8th Sept.,-Honolulu 16th July, Ballast .-REUCE, American ship, 1,828, D. Whitmore, 3rd Oct.,—New York 30th May, Case Oil.

-Standard Oil Co. SIMLA, British 4-masted bark, 2,087, Huestis, 25th Aug.,-Cebu and Phillipine Islands 22nd Aug., Ballast .-- Order. ST. JAMES, American bark, 1,453, R. M. Tapley

29th Sept. - Manila 13th Sept., Ballast. -Reuter, Bröckelmann & Co. STATE OF MAINE, American ship, 1,500, Colcord, 9th Oct.,-New York 20th May, Kerosine Oil. Standard Oil Co. WARATAH, British schooner, 25, Haynes, 23rd

Sept.,-Takow 15th Sept., Ballast.-Mr. F. WM. H. CONNER, American ship, 1,424, J. T. Erskine, 14th Oct.,-New York 7th May,

and Rio Janeiro 11th July, Kerosine .--Standard Oil Co. HER BRITANNIC MAJESTY'S SHIPS

ON THE CHINA STATION.

Hongkong, October 25th, 1899. Alacrity, despatch-vessel, 1,700 tons, 10 6-pd. 220 h.p., 16 knots.

q.f. guns, 3,000 i.h.p., Commander A. H. Jantchichi, Russian torpedo boat, 87 tons, q.f. guns, 3,000 i.h.p., Commander A. H. Smith-Dorrien, cruising. Algerine, sloop, 1,050 toxs, 6 guns, 1,100 i.h.p., Comdr. E. J. W. Slade, Foochow.

Aurora, British cruiser, 5,000 tons, Capt. E. H. Bayly, cruising. Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 i.h.p. Captain Hon. S. C. J. Colville, C.B., cruising.

Bonaventure, 2nd class craiser, 4,360 tons, 181 guns, 9,000 i.h.p., Capt. R. H. J. Mont-gomerie, C.B., R.N., Hongkong. W. Carlin, U.S.N., 20th Oct., -Manila 17th; Brisk, British cruiser, 1,770 tons, 6 guns, 5,600 h.p., Capt. Wrey, cruising,

DEVAWONGSE, British steamer, 1,057, Richard | Centurion, 1st class battleship, 10,900 tons, 141 guns, 13,000 i.h.p., Captain R. J. Jellicos, -Dapkne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p.

Comdr. C. Winnington-Ingram, cruising:

Radymion, British cruiser, 7,350 tons, Cupt. G. A. Callaghan, Hongkong, Esk, coast defence gunboat, 363 tons; 3 guns,

200 , Lh.p., Lieut-Comdr. C. Chadwick Fame, twin screw, torpedo-bost destroyer, 402 tons, 5,400 l,h,p., Lieut Cont. Ricksfes,

Hemp and Cigare.—Shewan, Tomes'de Col 11. 250 tons 6 guns 4,000 11.9. 310 perone

GUTHRIE, British steamer, 1,495, W. G. Mc. | Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong. Newcastle 23rd, Sydney 29th, Moreton Hermione, 2nd class cruisor, 4,360 tons, 9,000 i.h.p., 18 guns, Capt. R. S. D. Cumming,

and Port Darwin, 14th, General.-Glbb, Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong.

guns, 7,000 i.h.p., Capt. H. N. Dudding, Linnet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, cruising.

Orlando, British cruiser, 5,600 tons, Capt. J Burke, Japan. Peacock, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. P. S. St. John.

Manila. Pigmy, 1st class, gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. F. E. Green, | Lion, French gunboat, 473 tons, 8 guns, 576 Shanghai.

1,200 i.h.p., Lieut. Comdr. S. V. Y. De M. Cowper, Foochow. 18th Oct.,-Siam 11th October, Rice.- | Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6 pounders, 870 i.h.p., Foochow. MAUSANG, British steamer, 1,643, J. Kynock, Tamar, receiving ship, 4,600 tons, Comdr. Powell, Hongkong. Tweed, coast desence gunboat, 363 tons, 3

guns, 200 i.h.p., Hongkong. Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke,

guns, 12,000 i.h.p., Captain A. Schomberg, cruising. 14th Oct.,-Koh-si-chang 2nd Oct., Rice.- | Waterwitch, surveying vessel, 620 tons, Commander W. P. Dawson, Foochow. Whiting, twin screw, torpedo boat destroyer, 320 tons, 6,000 i.h.p., Lieut-Comdr. E. Kelly, cruising.

Wivern, coast defence ship, 2,750-tons, 4 guns, 1,000 i.h.p., Hongkong. Torpedo-boats in Reserve Nos. 8 and 20, 35; 36, 37 and 38, first-class; and 3 second-class

Miscellaneous.

Elna, Italian cruiser, 3,530_tons, Capt. G. Giorello, Shanghai. Kaiserin Elizabeth, Austrian cruiser, 4,500 tons, 9,000 i.h.p., Capt. Julian, Hongkong. Liberal, Portuguese gunboat, 588 tons, Comdr. Cunha, Hongkong.

Presidente Sarmineto, Argentine cruiser, 2,850 tons, Capt. Betbeder, Hongkong. Siguria, Italian cruiser, 4,500 tons, Captain Casetta, Hongkong. Strombali, Italian cruiser, 3,359 tons, Captain

Moore, 24th Oct.,-Manila 21st Oct., FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION,

Cantantnis, Shanghai.

The Russian Squadron. Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Molas, at Port Arthur.

Aleout, Russian gunboat, 810 tons, 8 guns, 760, h.p., Captain Elkisky, at Vladivostock. Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Boisman, at Dimitri Donskoy, Russian armoured cruiser,

5,893 tons, twin screw, 34 guns, 7,000 h.p., Com. Witthofft, at Vladivostock. Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebren-nikff at Vladivostock.

Gremiastchy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Boubenoff, at Port Aathur. Koreyetz, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Serebriamikoff, at Port

Kreysser, Russian cruiser, 1,300 tons, 18 guns, 1,800 h.p., Capt. Zvinskey, at Singapore. Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Kachaioft at Vladivostock. Navarin, Russian battleship, 10,000 tons, 10

guns, 9,000 h.p. Captain Tenriche, at Nayezdnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Port Arthur. Otvarny, Russian armoured cruiser, 1,490 tons,

twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Nagasaki. Pamiai Azova,* Russian cruiser, 6,000 tons, 36 guns, 8,000 h.p., Gaptain Virenins, at Vladivostock.

Rossia, Russian armourd cruiser, 12,200 tons, Capt. Dombjiroff, at Port Arthur. Rurik, f Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 44 guns, 13,500 h.p., Capt. Groupt, at Port Arthur. Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Vladivostock.

Sissoi Veliky, Russian battleship, 10,000 tons, 10 guns, 8,500 i.h.p, Capt. C. Parenayo, at Port Arthur. Sivoolch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Astromoff, at Port Arthur.

Vladimir Monomach, Russian cruiser, 6,000 tons Prince Ouchtomaky, at Port Arthur. Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Vladivostock. Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 3,500 h.p., Capt. Rogulf,

at Vladivostock. Yakout, Russian gunboat, 16 guns, 890 h.p., at Vladivostock. Zabiaka, Russian cruiser, 1,230 tons, 20 guns 2,000 h.p., Capt. Shkruff, at Port Arthur.

RUSSIAN TORPEDO FLOTILLA. (BEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, guns, 2 torp tubes 1,100 h.p., speed 21 Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots. Sweaborg, 1st class, Russian torpedo boat, 69

tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots... (1st and 2nd class.). Forel, Russian torpedo boat, 25 tons, I gun

guns, 970 h.p., 19 knots. Nargen, Russian torpedo boat, 85 tons 4 guns, 1,200 h.p., 22 knots. Noveressisk, Russian torpedo boat, 87 tons, guns, 2,000 h.p., 22 knots. Podorosnik, Russian torpedo boat, 23 tons, gun, 220 h.p., 16 knots.

h.p., v6 knots. . . Skorpion, Russian torpedo boat, 23 tons, i gun, 220 h.p., 16 knots. Sooichina, Russian torpedo boat, 87 tons, 4 guns 970 h.p., 10 knots. Sterlaid, Russian torpedo boat, 23 tons, 1 gun,

Sisik, Russian torpedo boat, 23 tons, 1-gun, 220.

220 h.p., 16 knots, Strauss, Russian torpedo boat, 23 tons, I gun, 220 h.p., 16 knots,. Sunguri, Russian torpedo boat, 140 tons, __guns, 1,800 h.n. 22 knots

1,800 h.p., 22 knots. Flagship of Vice-Admiral Alexeieff.: Flagship of Rear-Admiral F. V. Dubossoff. Flagship of Rear-Admiral Recurreff.

Ussuri, Russian torpedo boat, 140 tons, 4 guns

THE FRENCH SQUADRON.

Beautemps-Beaupre, Franch cruiser, 1,246 fons, 14 guns, 895 h.p., Capt. Ternet, at Chefoo. Bruix, French cruiser, 4,750 tons, 16 guns, 8,800 i.H.p., at Saigon.

Comète, French gunboat, 473 tons, 6 gune, 631 h.p., Captain Simon, at Saigen. Descaries, French protected cruiser, 3,985 tons, 36 guns 63t i.h.p., Captain Bernard, at

Nagasaki. Eclaireur, French cruiser, 1,608 tons, 15 guns, 2,408 i.h.p., Capt. Texier, at Along Bay. Forfait, French cruiser, 2,321 tons, 23 guns, 2,764 h.p., Capt. Dolort, at Nagasaki,

Unconstant, French cruiser, 891 tons, 8 guns, 850 i.h.p., Capt. La Seyne, at Chemulpo. Ican Bart, French cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Foochow.

h.p., Capt. Amot, at Shanghai, 24th Oct.,-Haiphong and Hoihow 23rd Plover, 1st class gunboat, 755 tons, 6 guns, Pascal, French protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motel, Kwong-chow-wan.

> Pluvier, French despatch-boat, 545, tons, 4 guns, 500 h.p., Comdr. Videl, at Bangkok. Surprise, French gunboat, 627 tons, 10 guns, 860 i.h.p., at Saigon. Triomphante, French armoured cr., 4,700 tons,

24 guns, 2,400 h.p., Capt. B. de Brotizel, at Vouban, French flagship, 6,150, Capt. Boutet

at Haiphong. Vipire, French gunboat, 463 tons, 6 guns, 441 h.p., Comdr. Constolle, at Bangkok. Flagship of Rear-Admiral Gigault de Bedollier,

THE GERMAN SQUADRON. Cormoran, German cruiser, 1,640 tons, 14 guns, 2,700 h.p., Comdr. Brussatis, at Friedrich

Wilhelmshaven. Gefion, German cruiser, 4,207 tons, 25 guns, 9,000 h.p., Capt. Fehenius, at Amoy. Deutschland, German cruiser, 7,319 tons, 38 guns, 5,360 h.p., Capt. Plachet, at Seoul. Irene, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. Obenteimer, at Foochow. Kaiserin Augusta, German cruiser, 6,000 tons,

12 guns, 12,000 i.h.p., Captain Gulich, at Kaiser, German, flagship, 7,676 tons, 28 guns, 7,800 h.p., Captain Stubenrauch, at Wei-Moewe, German surveying vessel, 970 tons,

Captain Korvetton, at Amoy.

Princess Wilhelm, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Captain Truppel, at Kinochow. † Flagship of Rear-Admiral von Diederichs.

THE AMERICAN SQUADRON. Baltimore, Flagship, U.S. cruiser, 4,413"tons, 10 guns, 10,064 h.p., Capt. J. M. Forsyth, Bennington, U.S. gunboat, 1,710 tons, 6 guns,

* Flagship of Prince Henry of Prussia.

3,436 h.p., Com. C. H. Arnold, at Manila. Callao, U.S. gunbont, 137 tons, 1 gun, 55 h.p., Lieut. Benjamin Tappan, at Manila. Castine, U.S. gunboat, 1,177 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Manila. Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Lieut. Comdr. N. J. K. Patch, at Manila.

Charleston, U.S. cruiser, 3,730 tons, 8 guns, 6,666, i.h.p., Capt. Geo. W. Pigman, at Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405

h.p., Comdr. S. M. Ackley, at Manila.

Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p.,

Comdr. J. W. Carlin, at Manila. Glacier, U.S. supply-ship, Lieut.-Comdr. J. B. Briggs, at Manila. Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila. Iris, U.S. distilling-ship, 6,100 tons, 1,300 h.p., Lieut. Comdr. W. H. Everett, at Manila.

Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nazro, at Manila. Monadnock, U.S. double-turret monitor, 3,990 tons, 6 guns, 3,000 h.p., Comdr. John McGowan, at Manila. Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Shanghai. Montercy, U.S. double-turret monitor, 4,084

tons, 4 guns, 5,244 h.p., Comdr. E. H. C. Leutze, at Manila. Nanshan, U.S. collier, Lieut. L. A. Kaiser. Oregon, 1st class U.S. battleship, 10,288 tons

16 guns, 11,111 h.p., Capt. G. F. F. Wilde, Tsukuba, wooden screw steamer, 1,989 tons, at Hongkong. Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 . h.p., Comdr. C. C. Cornwell, at Manila, Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. Harry Knox, at Manila. Wheeling, U.S. gunboat, 1,000 tons, 6 guns

1,081, h.p., Comdr. W. T. Burwell, at Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila. Yosemite, U.S. converted cruiser, 6,179 tons,

10 guns, 3,800 h.p., Capt. G. E. Ide, at Zafiro, U.S. dispatch-vessel, Master A. M.

Post Office.

A Mail will close:-

Whitton.

For Shanghai-Per Trigonia to-morrow, the 27th instant, at 9 A.M. For Haiphong-Per Hue to-morrow, the 27th instant, at 11 A.M.

For Amoy and Manila-Per Salvadora to-

morrow, the 27th instant, at 11 A.M. For Europe, &c., India, via Tuticorin-Per | Chun Wal, British steamer,-Kwong Wan S.S. Tonkin on Saturday, the 4th Nov., at 10.45 A.M. For Kobe and Yokohama—Per Hakata Maris to-morrow, the 27th instant, at 11 A.M. For Manila, Thursday Island, Townsville,

Brisbane, Sydney and Melbourne-Per Yawata: Maru to-morrow, the 27th instant, at 3 P.M. For Shanghai-Per Loongmoon to-morrow, the 27th instant, at 3 P.M. For Kobe and Yokohama-Per Milke Maru to-morrow, the 27th instant, at 3 P.M.

For Manila-Per Diamante to-morrow, the 27th instant, at 4 P.M. For Kongmoon, Samshui and Wuchow-Per Santshul to-morrow, the 27th inst., at 4 P.M. For Bangkok-Per P. C. Klao on Saturday, the 28th instant, at 9 A.M.

For Manila, Port Darwin, Thursday Island. Cooktown, Townsville, Brisbane, Sydney and Melbourne-Per Tsinan on Saturday, the 28th instant, at 10 A.M.

For Nagasaki, Kobe and Yokohama-Per-Robilla on Saturday, the 28th instant, at 3 P.M. Monday, the 30th instant, at 10 A.M. For Kongmoon, Samshul and Wuchow-Per Wuchow on Monday, the 30th inst., at 4 P.M.

Parramatta on Saturday, the 28th Instant; at

II.A.M.

For Singapore, Penang and Bombay-Per Bormida on Tuesday, the 31st inst., at 11 A.M. -For Montle, Port Darwin, Thursday Island Cooktown, Townsville, Brisbane, Sydney and Melbourns-Per Tsinan on Tuesday, the 31st instant, at II A.M. For Kongmoon, Samshui and Wuchaw Per

Samskut on Wednesday, the 1st Nov., at 4.2, M.,
For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San-Francisco-Per Copile on

JAPANESE MESTOF WAR.

Battleships. Yashime ; 18t class; 13,400 tons, 36 guns, 14,000 h.p., at Yokohama. Fuji, vet class, 12,450 tons, 38 guns, 14,000 h.p., at Nagasaki Chinyen, 2nd class, 7,330 tons, 22 guns, 6,200

h.p., Yokohama Coast Defence Ships. Matsushima, tet class, 4,277 tons, 25 guns, 5,400 h.p., at Manila Itsuskushinia, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Nagasaki.

Hashidate, ist class, 4,277 tons, 35 guns, 5,400 h.p., at Shimazu. Kongo, 2nd class, 2,550 tons, 13 guns, 2,035 h.p. Hiyei, and class, 2,550 tons, 13 guns, 2,035 h.p.,

Heiyen, and class, 2,600 tons, 15 guns, 2,400 h.p. Kasagi, protected cruier, 1st class, 4,978 tons, 30 guns, 15,500 h.p. Chitose, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p.

Akashi, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500 h.p. Yoshino, protected cruiser, 1st class, 4,150 tons, 32 guns, 15,000 h.p., at Chefoo. Nantwa, protected cruiser, 1st class, 3,709 tons, 24 guns, 7,120 h.p., at Manila.

Takachiho, protected cruiser, 1st class 3,700 tons, 24 guns, 7,120 h.p. Chiyoda, protected cruise, 1st class, 2,450 tons, 27 guns, 5,500 hip. Takasago, protected cruiser, 1st class, 4,227 tons, 30 guns, 10,000 h.p., at Manila.

Akitsusu, protected cruiser, 1st class, 3,150 26 guns, 8,500 h.p. Suma, protected cruiser, 1st class, 2,700 tons, 24 guns, 8,500 h.p.

Idsumi, protected cruiser, 1st class, 2,950 tons, 20 guns, 6,080 h.p. Sal-yen, protected cruiser, 1st class, 2,300 tons, 15 guns, 2,800 h.p. Akitsushima, protected cruiser, 1st class, at

Miyako, and class, 1,800 tons 34 guns, 5,000 h.p. Takao, 2nd class, 1,764 tons 15 guns, 2,400 h.p. Yaeyama, 3rd class 1,600 tons, 10 guns, 5,630 Tsukushi, 3rd class, 1380 tons, 12 guns,

Sloops and Corvettes.

Musashi, 1,490 fons, 10 guns, 1,600 h.p. Kalsuragi, 1,480 tons, 10 guns, 1,600 h.p. Yamato, 1,480 tons, 10 guns, 1,600 h.p. Tenriu, 1,550 tons, 10 guns, 1165 h.p. Kaimon, 1,960 tons, 10 guns, 1,125 h.p. 'Amagi, 1,030 tons, 13 guns, 720 h.p. Oshima, 640 tons, 10 guns, 1,200 h.p.; at Kanko. Akagi, 620 tons, 10 guns, 700 h.p., at Chefoo. Alago, 620 tons, 10 guns, 700 h.p.

Maya, 620 tons, 10 guns, 700 n.p. Chiokai, 620 tons, 10 guns, 700 h.p., at Fusan. Soko, 572 tons, 4 guns, 400 h.p. Iwaki, 600 tons, 6 guns, 400 h.p. Chinio, 490 tons, 5 guns 472 h.p. Chinesi, 490 tons, 5 guns, 472. h.p. Chin Hoku, 490 tons, 5 guns, 472 h.p. Chin Pui, 500 tons, 9 guns, 455 h.p. Chin Chu, 500 tons, 9 guns, 455 h.p.

Tatiula, 875 tons, 6 guns, 5 torpedo tubes, 5,500 h.p. Torpedo-boats. Ikadusch, torpedo-boat destroyer, 331 tons, Comdr. I. Ishida, at: Hongkong.

Kolaka, 190 tons, 6 torpedo-tubes, 1,400 h.p.

Shiramubi, torpedo-boat, 278 tons, Comdr. Kosoma, Japan. 14 boats (Creusot), 36 tons, 2 torpedo-tubes, 7 boats (Kobe), 56 tons, 2 torpedo-tubes, 525 boat (Normand), 75 tons, 2 torpedo-tubes,

2 boots (Schichau), 90 tons, 3 torpedo-tubes, 1,300 h.p. boats (Yarrow), 40 tons, 3 torpedo-tubes, 10 boats (Yarrow), 40 tons, 3 torpedo tubes,

Miscellaneous.

Rinjo, armoured cruiser, 2,530 tons, 10 guns, (used as gunnery traning ship.) Kanjiu, sailing-ship, 877 tons, 6 guns. (used as training ship,) Manjiu, sailing-ship, 877 tons, 6 guns. (used as training ship.)

to guns, 520 h.p. (used as training ship.) Asama, sailing corvette, 1,420 tons, 12 guns. (used as a hulk.) /ingel wooden paddle steamer, 1,465 tons, 2

(used as torpedo training ship. RIVER STEAMERS, SCHOONERS, AND LOROHAS.

Fatshan, British steamer, 2,260, J. Dick,-

Hongkong, Canton, and Macao Steamboat Ho-nam, British steamer, 1,377, H. D. Jones, -Hongkong, Canton, & Macao Steambont Powan, British steamer, 1,890, A. N. Patrick,-"Hongkong, Canton, and Macao Steamboat. Hankow, British steamer, 2,235, C. V. Lloyd,— Butterfield & Swire,

Hoi-tong, Chinese steamer, 409 tons, Captain

Tai-on, British steamer, 728, Goblouski,-Tai

Austen,-Chi Wo & Co.

Steamboat Co.

On Steamship,Co. Hongkong and Macao. Heungshan, British steamer, 1,055, W. E. Clarke, Hongkong, Canton and Macao

Maoao and Canton Lungshan, British steamer, 108, Morrison,— Hongkong, Canton and Macao Steamboat Kiangtung, Chinese steamer, 583, Holmes,-Uning Merchant Dicam Mayigation Co.

Canton and West River. Lungkiang, British steamer, 108, J. J. Lossleres, -- Hongkong, Canton and Macao Steam-City of Whampon, Chinese steamer, 40,-Ah For Europe, &c., India, via Tuticorin-Per Sun Chow, Chinese steamer, -Ah Yon.

Hongkong and West River, Salkong, Butish steamer, 259, Kwong Wang Steamship Co. For Amoy and Manila-Per Sungklang on Cheung Kang, X. Kun, 38,-Kwong Wan S.S.

Lil, American forchal Wuchow British steamer R. D. Thomas Hongkong, Canton and Macao Steamboat:
Co. i. M. & Go and B & 8
Samehut, Heltesh Steamor, Summers. Hong. cong. Junion Magao Steamboat Co., L.M.

Capton - Transportation State Co.

Firebrand, 3rd class gunboat, 455 tons; 4 guns, Aepic, French gunboat, 461 tons, 6 guns, 451 Saturday, the 4th Nov, at 10.45 A.M.

150 th.p. Hengkong

150 th.p. Hengkong

150 th.p. Captain Journet, at Saigon

150 th.p. Captain Journet, at Saigon

150 th.p. Hengkong

150 th.p. Hengkong

150 th.p. Captain Journet, at Saigon

150 th.p. C